

# THE GENERAL PLAN of the CITY OF WILLITS


MENDOCINO COUNTY, CALIFORNIA  
1974

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Willits -- City planning  
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THE GENERAL PLAN Of The CITY Of WILLITS

Mendocino County, California

1974

General Plan Elements:	Adopted:
LAND USE, OPEN SPACE, CONSERVATION:	December 10, 1973
SAFETY, SEISMIC SAFETY, NOISE, and SCENIC HIGHWAYS:	September 23, 1974
HOUSING and CIRCULATION:	December 9, 1974
RECREATIONAL PLAN:	May 28, 1974

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TELEPHONE (415) 325-1629  
November, 1974

The Honorable City Council  
City of Willits  
City Hall  
Willits, California

Gentlemen:

We are pleased to transmit herewith the General Plan for the City of Willits which was prepared at your direction by the Planning Commission, and with the professional assistance of this office.

This General Plan includes all elements required by State law to this date, and which elements are:

Land Use, Open Space, Conservation, Circulation,  
Housing, Safety, Seismic Safety, Noise, and  
Scenic Highways.

Also included is the Recreational Plan element prepared by the Willits Park and Recreation Commission.

It was a pleasure to work with your Council, Planning Commission, and City personnel in the preparation of this work program, and we are confident that the General Plan will prove to be beneficial to the City as a guide for sound and orderly growth and development.

Respectfully submitted,

James M. Campbell





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# CITY OF WILLITS - GENERAL PLAN ELEMENTS

## LAND USE, OPEN SPACE, CONSERVATION

### I. INTRODUCTION

The General Plan of Mendocino County, adopted by the Board of Supervisors on May 9, 1967, classifies the incorporated City areas at and around Willits, Ukiah, Fort Bragg and Point Arena as "U-C" Urban City Planning Areas. That classification leaves to the Cities the right and responsibility to prepare and adopt General Plans for their incorporated and surrounding planning areas which best represent their desires as to the nature of future growth and development.

City plans have been developed to recognize the basic classifications and standards of the County plan to ensure coordination and common basic objectives of all plans in view of the need for blending plans at and across jurisdictional boundaries.

This plan for the City of Willits follows that established pattern. With slight modifications to more clearly recognize the Land Use, Open Space, and Conservation elements as individual plan elements, it provides a guide plan for the incorporated area of the City and anticipates extension of the plan, together with additional elements, to the broader Willits Planning Area boundaries.

In recognition of a provision of law which requires that zoning be consistent with the General Plan, descriptions of plan element classifications include guides for population density, development intensity, and consistent zoning. Such



guides are general and flexible to the degree that the General Plan may serve in part as a comprehensive long term guide and still accommodate current zoning consistency.

## II. GOALS AND POLICIES

To fulfill its intended purpose of providing a useful and effective guide for future growth and development, the General Plan must reflect the long term goals and objectives of the community and the policies for accomplishing the proposals of the plan.

These are summarized as follows:

### A. COMMUNITY VALUES

1. Promote sound community and neighborhood residential characteristics designed for maximum comfort, convenience and safety.

2. Provide for high quality of basic public services, including water supply and distribution, sewerage, drainage, fire and police protection, streets and roads, efficient governmental operations.

3. Provide for adequate educational, health and cultural facilities such as schools, parks, libraries, museums, hospitals, auditoriums, etc.

4. Provide for a maximum of open space in parks and recreation areas, on public properties, within neighborhood development areas, in rural and natural scenic areas, at historical sites, etc.

### B. ECONOMIC BASE

1. Promote increased industrial activities of types





compatible with the community to provide employment and strengthen tax base.

2. Promote new operations in retail sales and services, wholesale and distribution facilities, trades and professions.

3. Recognize opportunities in processing of natural raw materials of the area, and in serving the increasing recreational traffic.

C. PRESERVATION OF NATURAL ASSETS

1. Provide protection in the planning area for natural resources in timber, soils, minerals, scenic features and other such resources.

D. POLICIES FOR PLAN EFFECTUATION

It is anticipated that the above goals, and the proposals contained in the General Plan, will be effectuated through citizen involvement and interest, the coordinated efforts of governmental agencies at all levels, and the particular efforts of the agencies and officials of the City of Willits and of Mendocino County.

III. THE GENERAL PLAN: DESCRIPTION AND STANDARDS

A. INTRODUCTION

The adopted General Plan of Mendocino County provides the basic pattern for City planning area plans, and anticipates use of more detailed plan classifications and standards in the City urban centers and surrounding spheres of influence or planning areas.

Although an attempt has been made to maintain uniformity of plan terminology, classifications and standards through-



out the County and its City planning areas, the combination of conditions resulting from changes in the composition of General Plans mandated by state law and the timing of General Plan preparation or updating programs forces some variations from the desired uniformity.

This General Plan of the Willits planning area retains most classifications of the County, Fort Bragg and other plans, and also adds several new classifications in recognition of newly required General Plan elements included herein or in process of preparation.

Plan classifications and standards also recognize the requirement that zoning be consistent with the plan, and contain guides for consistent zoning.

Since the General Plan elements described herein constitute the first plan program undertaken by the City of Willits in accordance with State law mandates and adoption deadlines, the total program is as follows:

Phase I. Prepare and adopt by December 31, 1973:

Land Use, Open Space, Conservation elements,  
(as set forth in this General Plan report)

Phase II. Adopt by reference by March 31, 1974:

County (and Willits) Housing element, and,  
County Water and Sewer Systems Plan element.

Phase III. Prepare and adopt by September 30, 1974:

Safety, Seismic Safety, Noise, Scenic Highways,  
Circulation elements.



B. LAND USE, OPEN SPACE and CONSERVATION ELEMENTS,

CLASSIFICATIONS: DESCRIPTIONS and STANDARDS

1. LAND USE ELEMENT

a. Residential - Suburban (R-S)

This classification is for application to suburban or rural areas in which existing or desirable future parcel sizes, soils, topography and surrounding uses indicate single family developments on sites of one-half acre or larger are appropriate with wells and/or septic tank sewage disposal. Consistent zoning may permit limited livestock raising and agriculture, and recreational uses subject to permit controls.

Maximum density: one family per one-half acre.

Minimum parcel size: one-half acre.

Consistent zoning: R-E, R-1:A:B-20+, R-1:B-20.

b. Residential - Low Density (R-L)

This classification is for application to extensive areas in and around the City in which the dominant use is, or is proposed to be, single family residential, where access and lot patterns are suitable for such use, and where urban services including water and sewer systems are installed or available.

Maximum density: one family per 6,000 square feet

Minimum parcel size: 6,000 square feet.

Consistent zoning: R-E, R-1, R-1:A;B-20

c. Residential - Medium Density (R-M)

This classification is for application to limited areas of mixed density residential uses or new development areas most suitable for multi-family, apartment or professional





office uses, where all urban services are available, and where schools, parks, commercial facilities, etc. are in convenient proximity.

Maximum density: one family per 1,500 square feet.

Minimum parcel size: 6,000 square feet.

Consistent zoning: R-3, R-4.

d. Commercial - General (C-G)

This classification is for areas which are presently used for general commercial purposes, or which are proposed for such use in the future because of location, access, need, and service potential. Such areas may be for local neighborhood service, for central business districts purposes, or for highway traffic services.

Maximum density: per appropriate zoning.

Minimum parcel size: per appropriate zoning.

Consistent zoning: C-1, C-2, C-H.

e. Industrial - General (M-G)

This classification is for application to land areas which are best suited for a variety of industrial operations because of access, location, availability of power, water, sewer services and transportation facilities, and where their operations will be compatible with adjacent uses.

Zoning regulations must be applied in relation to the particular operations to ensure freedom of operation without detrimental impact upon such adjacent uses.

Maximum density: per appropriate zoning.

Minimum parcel size: per appropriate zoning.

Consistent zoning: M-L, M-H, -PL.



f. Public Service (P-S)

This classification is for application to public sites of schools, parks, civic centers, fairgrounds, airports, museums, libraries, auditoriums, corporation yards, hospitals, and similar uses, and may be applied to quasi-public and public utility sites, including private schools, churches, hospitals, utility yards and stations, equipment buildings, etc.

Maximum density: per appropriate zoning.

Minimum parcel size: per appropriate zoning.

Consistent zoning: P-F, P-F-U, PD.

g. Transitional - Interim (T-I)

This classification is for application to land areas which are substantially undeveloped and in which no established or desirable future uses have been determined. Such areas are in transition from agricultural or undetermined uses, with precise classifications to be assigned during an interim study period and upon the basis of such studies.

Maximum density: per appropriate zoning.

Minimum parcel size: per appropriate zoning.

Consistent zoning: U, or other per studies.

h. Planned Development (-PL)

This classification is for application in combination with above basic classification to particular areas where careful advance planning of future use and development is essential to ensure protection of natural features, esthetic qualities, compatibility with area characteristics, or excellence of design and appearance in the public interest.





Maximum density: per appropriate zoning.

Minimum parcel size: per appropriate zoning.

Consistent zoning: PD, O-S, -CD, -SC, -S, -H.

## 2. OPEN SPACE ELEMENT

### a. Open Space - Recreation (O-R)

This classification is for application to public sites which are to be used primarily for open space and/or recreational purposes. The classification is also used in combination with other basic classifications on sites which have dual uses such as school sites with athletic fields and recreational facilities, and may be used on open sites such as fairgrounds, airports, quasi-public recreational sites, etc.

The alternate open space symbol (-O) may be applied to signify open characteristics in combination with conservation element classifications such as Floodplain, Forestry and Agricultural.

Maximum density: per appropriate zoning.

Minimum parcel size: per appropriate zoning.

Consistent zoning: O-S, P-F, -CD.

## 3. CONSERVATION ELEMENT

### a. Conservation - Floodway (FW)

This classification is for application to waterways and primary drainage channels to indicate the need to protect channels for the free flow of storm waters and to regulate the use of land in adjacent floodplains for the protection of persons and property.

The classification may also be applied to areas subject to periodic inundation by overflow or storm water runoff.



Maximum density: per appropriate zoning.

Minimum parcel size: per appropriate zoning.

Consistent zoning: F-W, F-P, PD.

b. Conservation - Forestry (C-F)

This classification is for application to areas which are forested and/or suitable for either commercial timber production or retention and protection of a natural vegetative resource.

Maximum density: per appropriate zoning.

Minimum parcel size: per appropriate zoning.

Consistent zoning: per appropriate future City zoning, or County zoning.

c. Agricultural - General (A-G)

This classification is for application to areas which are suitable for agricultural production because of present use or future potential based on soil capability, and which should be retained in agricultural use and be protected for such use.

Maximum density: per appropriate zoning.

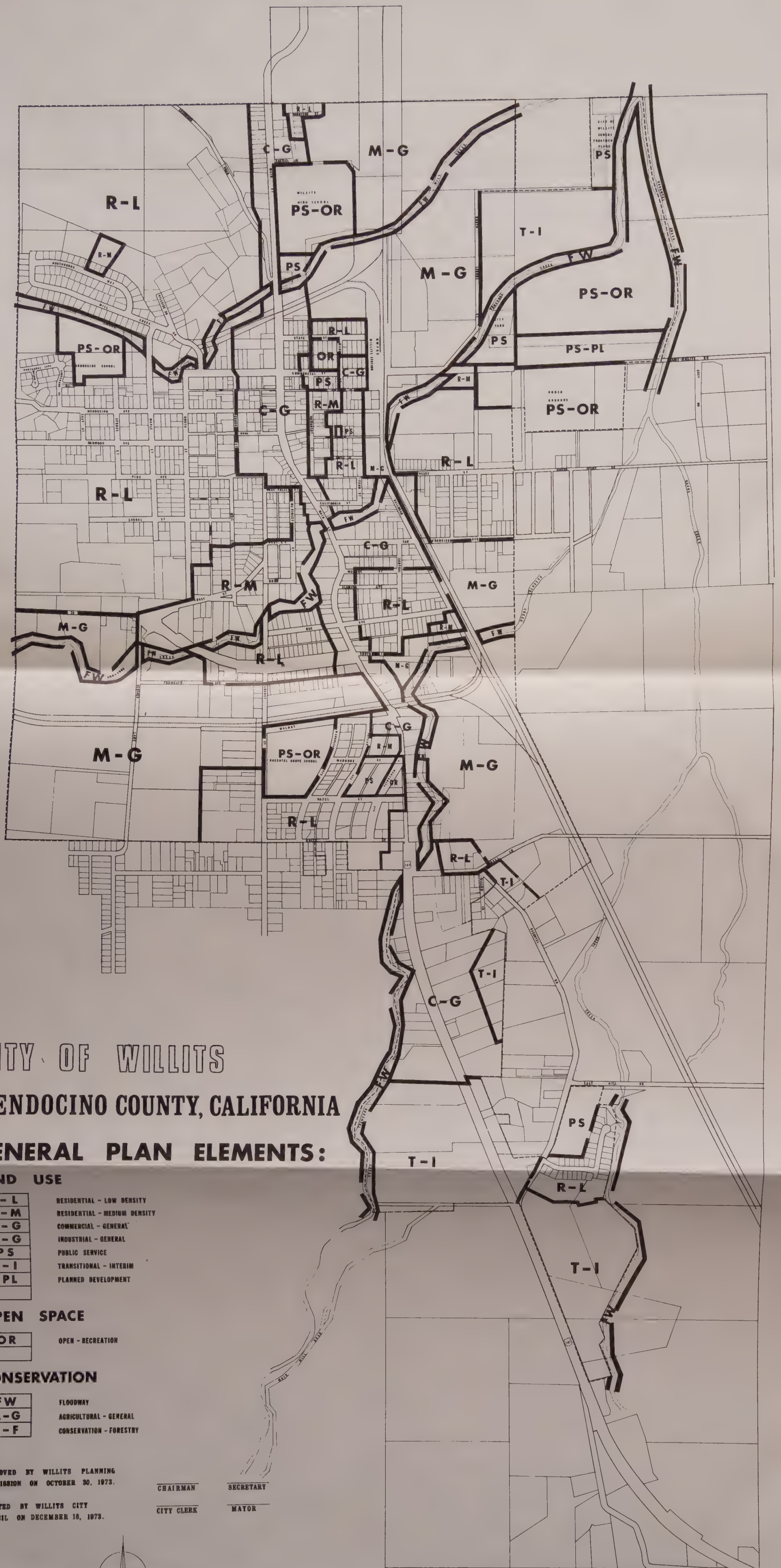
Minimum parcel size: per appropriate zoning.

Consistent zoning: per appropriate future City zoning, or County zoning.

NOTE: The foregoing General Plan classifications meet present needs, and anticipate some needs for the broader plan coverage of the Willits Planning Area currently being developed. Coordinated City and County zoning in the planning area will substantially effectuate major features of the General Plan.







# CITY OF WILLITS

## MENDOCINO COUNTY, CALIFORNIA

### GENERAL PLAN ELEMENTS:

#### LAND USE

R - L	RESIDENTIAL - LOW DENSITY
R - M	RESIDENTIAL - MEDIUM DENSITY
C - G	COMMERCIAL - GENERAL
M - G	INDUSTRIAL - GENERAL
PS	PUBLIC SERVICE
T - I	TRANSITIONAL - INTERIM
- PL	PLANNED DEVELOPMENT

#### OPEN SPACE

OR	OPEN - RECREATION
----	-------------------

#### CONSERVATION

FW	FLOODWAY
A - G	AGRICULTURAL - GENERAL
C - F	CONSERVATION - FORESTRY

APPROVED BY WILLITS PLANNING  
COMMISSION ON OCTOBER 30, 1973.

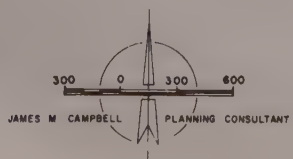
ADOPTED BY WILLITS CITY  
COUNCIL ON DECEMBER 18, 1973.

CHAIRMAN

SECRETARY

CITY CLERK

MAYOR







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## GENERAL PLAN ELEMENTS - SAFETY and SEISMIC SAFETY

### I. INTRODUCTION

#### A. AUTHORITY

State law requires that General Plans include both SAFETY and SEISMIC SAFETY elements which are described in the law as follows:

##### 1. SAFETY ELEMENT (Government Code Section 65302.1)

"A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazard".

##### 2. SEISMIC SAFETY ELEMENT (Government Code Sec. 65302(f)).

"A seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to ground failures, or to the effects of seismically induced waves such as tsunamis and seiches.

"The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves".



## B. COMBINATION of ELEMENTS

Because of the similarity, and partial duplication, of the purposes and fields of coverage as set forth in the above Code descriptions, the Safety and Seismic Safety elements are treated in combination in this report.

The Safety element coverage is expanded to include or recognize general disaster plans as appropriate.

## C. RELATION of ELEMENTS to PLANNING AREA

Both elements relate strongly to either the natural physical hazards in the area or to the careless or accidental hazards introduced by man. The City-County planning area ranges from flat topography to rolling and foothill lands cut by stream channels, some of which flow through the City area. Population and urban improvements are concentrated in the City area and along main travel routes. Rural areas contain suburban and rural residences, agricultural operations, and some mixed commercial and industrial uses. Recreational uses, public and private, are prominent in the area. Safety hazards are generalized as moderate.

Because of its broad extent, its geographic location, and its range of topographic features, several natural physical hazards exist in the area, (see Exhibit A). Such natural hazards may also be generalized as moderate, with fire and other such hazards considerably higher in urban than in rural areas.





## II. SCOPE and NATURE of the ELEMENT

### A. OBJECTIVE

The objective of the preparation and adoption of the Safety and Seismic Safety elements is to add safety considerations to the active planning processes within the planning area in order to reduce loss of life, injuries, damage to property, economic loss, and social disruption resulting from fire, seismic activity and other possible disasters.

### B. PLAN POLICY STATEMENTS

#### 1. Recognition of Hazards

It is recognized that safety hazards exist within the planning area, and that the nature and degree of such hazards varies greatly with respect to particular geographical locations within the area, and as shown in the exhibits section hereof.

Hazards given consideration in this plan, and recognized as requiring protective attention, include:

- a. Seismic (earth shaking, surface rupture, seiches, etc.).
- b. Unstable slopes and soils, mudslides, landslides, subsidence.
- c. Wildfires, range fires, urban fires, explosions, etc.
- d. Floods and overflow inundation.
- e. Indirect hazards or losses resulting from erosion, failure to protect economic minerals, etc.

#### 2. Goals for Reducing Hazards

Although the probability or effects of an earthquake may not yet be reduced, most of the other hazards listed



above may be reduced, controlled or eliminated by appropriate action. Such action will be taken in a variety of forms, and generally as follows:

a. The Land Use, Open Space and Conservation elements of the General Plan, in combination, cover all land areas of the Planning area and its legal jurisdictions for purposes of establishing basic general guides for the various desired uses of land, the preservation of open space, and the conservation of resources.

b. The Circulation and Housing elements superimpose more precise plans upon limited land areas for purposes of moving people and goods, and for providing adequate housing for people.

c. The Safety and Seismic Safety elements, together with the Noise and Scenic Highways elements, superimpose additional plans upon particular land areas for purposes of recognizing particular concerns and directing attention to them.

d. Such concerns will receive attention, first, through their identification herein and, second, through corrective, protective and regulatory measures proposed herein.

e. Goals for reducing safety and seismic hazards are those levels of safety at or below acceptable risk which may reasonably be achieved, and at the earliest possible dates.



### 3. Level of Acceptable Risk

In order to achieve the above safety goals and reach levels at or below acceptable risk, measures will be taken to:

a. Avoid the many "Avoidable Risks" which are generally apparent and which may contribute to hazards resulting from carelessness, lack of attention to common safeguards, or failure to conform to existing safety standards.

Public information programs by public safety agencies and public utilities will be effective in reducing such risks.

b. Reduce risks, so far as possible, to the "Acceptable Risk" level, which is a level which may be reached without the imposition of drastic new laws or regulations in order to ensure reasonable public safety.

This level may be reached to a substantial degree in most of the planning area through consistent enforcement of existing codes and regulations pertaining to construction, sanitation, fire zones, land use, land development projects, rural and forest fire safety standards, etc.

Exhibit data contained herein provides a broad new source of information for recognizing potential hazards and either avoiding them or providing for their reduction to acceptable levels.

### 4. Objectives: Existing and New Structures

As in most of the older development areas of California, the planning area still contains some structures,





both urban and rural, which have existed for a hundred years or more. Most of these are of frame, brick or stone construction, most have withstood storms, flood, fires and/or earthquakes in some degree, some have been renovated to code compliance, and some have historical significance.

a. It is an objective of this plan that such structures, and in particular those of historical value, be preserved so far as may be practical to continue to enhance the pioneer character of the planning area. However, preservation must be contingent upon renovation as may be necessary to meet construction, sanitation and fire safety code standards to ensure that the structures will not constitute hazards to themselves, adjoining structures, and the general public.

b. It is a further objective of this plan that any structures which cannot be, or are not within a reasonable time, brought into conformance with appropriate standards, be demolished per provisions of law to eliminate them as hazards.

c. It is a further objective of this plan that the placement and construction of future structures be carefully monitored not only with respect to existing codes and regulations, but also in consideration of safety and seismic safety factors contained herein and new safety plans and regulations which may become effective as proposed herein.

#### 5. Priorities for Abatement of Hazards

a. Hazards existing in buildings and structures, including schools, hospitals and places of public assembly in addition to residential and commercial structures, shall



have a high correction or abatement priority within a short time frame of approximately five years and as otherwise dictated by local conditions.

b. Hazards existing with respect to such features as evacuation routes, needs for emergency equipment, correction of local erosion, landslide conditions, local periodic flooding, construction of fire access routes, fire and fuel breaks, etc. may require a priority rating permitting a longer correction period of to ten years or more as urgency, economic capabilities and other such factors may dictate.

c. Hazards requiring correction or abatement measures related to major flood, erosion, landslide and subsidence controls, to building and highway reconstruction or relocation, and to development of new water sources and distribution systems, etc. may require priorities and timing to fifteen years and longer.

#### 6. Standards for Relating to Other Elements

a. The Safety and Seismic Safety elements shall be considered as dominant elements which impose their effects upon and within other General Plan elements to promote and protect the public health, a broad field of public safety, and the general welfare.

b. City, County, State and Federal agency "Emergency Plans" and related programs developed per State law and State Office of Emergency Services standards and other appropriate authority shall be considered as vital supplementary plans and programs to the Safety and Seismic Safety elements.



## C. EXHIBITS, GEOLOGICAL HAZARDS

### Exhibit

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### NOTES:

1. Large scale maps, Exhibits 4. through 12., detailed descriptions of map data, and files of supplementary seismic data are available for reference in the office of the City Engineer.

2. Geologic-Economic Minerals maps, Plots 1,2,3, and 4, are also available for reference in the office of the City Engineer. These maps are useful to locate mineral deposits of known or presumed economic value which must be recognized as resources to be protected in the land use and planning process.

3. Data shown on exhibits are taken directly from maps and materials developed by the U.S. Geological Survey and California Division of Mines and Geology, are highly generalized, and broadly emphasize hazards to indicate need for detailed checking of specific locations, as plans are developed and utilized, and as land use and development proposals are processed.





SUMMARY OF GEOLOGIC PROBLEMS - WILLITS PLANNING AREA EXHIBIT 1.

From Map, Exhibit 12, Page 34.

<u>Problem:</u>	<u>Description, Type</u>	<u>Degree of Problem</u>
A.	Earthquake Shaking . . . . .	Moderate
B.	Flooding, streams and surface waters . .	Moderate
C.	Volcanic Eruption . . . . .	None
D.	Tsunami, earthquake ocean waves . . . . .	None
E.	Fault Displacement . . . . .	Low
F.	Landslide, seismic or unstable soil . . .	High
G.	Subsidence, settling of ground area . . .	None
H.	Erosion Activity . . . . .	Moderate
I.	Expansive Soil . . . . .	Moderate
J.	Loss of Minerals . . . . .	None

The above summary data related to geologic problems is extracted from maps made available for local General Plan purposes by the California Division of Mines and Geology under a U.S. Department of Housing and Urban Development assisted program. The data, in the form of a series of State-wide maps, is noted as preliminary, and subject to revision.

Because of its general nature, the data is presented herein to call attention to probable hazards, or the absence of certain hazards, and to indicate the need for more precise checking of possible or actual hazard conditions with respect to future land usage and development projects, both public and private.



SUMMARY OF HISTORIC EARTHQUAKES, AREA IMPACTSEXHIBIT 2.

Earthquake intensities and area impacts are in Modified Mercalli scale, unless otherwise noted.

A. MAJOR EARTHQUAKES of CALIFORNIA and NEVADA

<u>Location</u>	<u>Date</u>	<u>Intensity</u>
California Earthquake, Off-shore Ventura	December 12, 1812	X
San Francisco Earthquake	June, 1838	X
Southern California Earthquake, Fort Tejon	January 9, 1857	X-XI
Owens Valley Earthquake	March 26, 1972	X-XI
San Francisco Earthquake	April 18, 1906	XI
Nevada Earthquake	September 2, 1915	X
Western Nevada Earthquake	December 20, 1932	X
Imperial Valley Earthquake	May 18, 1940	X
Kern County Earthquake	July 21, 1954	
San Fernando Earthquake	February 9, 1971	IX

B. STRONGER EARTHQUAKES, NORTHERN CALIFORNIA and SAN FRANCISCO BAY AREA

San Francisco Region	June, 1836	X
Coast of Northern California	November 26, 1851	?
Humboldt Bay	October 23, 1853	?
San Francisco	March 5, 1865	VI
Sonoma County	March 8, 1865	VII
San Francisco Region	March 26, 1866	?
Ukiah	September 26, 1868	?
Humboldt and Mendocino Counties	March 2, 1871	VII
Sonoma County	January 3, 1876	VI-VII
San Francisco	March 25, 1884	?





# B. STRONGER EARTHQUAKES (Continued)

<u>Location</u>	<u>Date</u>	<u>Intensity</u>
Sonoma County	July 31, 1885	?
Petaluma	February 29, 1888	VII
San Francisco Bay	July 31, 1889	VII
Napa and Sonoma Counties	October 11, 1891	VII-VIII
Vacaville	April 19, 1892	IX
Winters	April 21, 1892	IX
Santa Rosa	August 9, 1893	VII
Off Cape Mendocino	March 1, 1895	?
Mendocino County	April 14, 1898	VII-IX
Willows	July 24, 1903	VII
Northwest of San Francisco	April 18, 1906	XI
Humboldt County	October 28, 1909	VIII
Off Coast of Humboldt County	July 14, 1918	VI
Northwest of Cape Mendocino	January 31, 1922	VI
Off Cape Mendocino	January 22, 1923	VII-VIII
Humboldt Bay	August 20, 1927	VIII
Humboldt Bay	September 22, 1930	VII
Southwest of Cape Mendocino	December 11, 1930	VI
West of Cape Mendocino	August 23, 1931	VI
Northwest of Cape Mendocino	September 9, 1931	VI
Humboldt County	June 6, 1932	VIII
Near Berkeley	March 8, 1937	VI-VII
West of Cape Mendocino	September 11, 1938	VI
Off Cape Mendocino	November 19, 1940	VI
" " "	February 9, 1941	VI



## B. STRONGER EARTHQUAKES (Continued)

<u>Location</u>	<u>Date</u>	<u>Intensity</u>
Off Cape Mendocino	October 3, 1941	VI-VII
Humboldt County	September 23, 1947	VI
San Francisco Bay	January 25, 1951	VI
Off Cape Mendocino	October 7, 1951	VII
San Francisco Bay	October 21, 1952	V
Lake and Mendocino Counties	November 10, 1954	VI
North of Ukiah	April 5, 1959	VI
Northeast of Ukiah	September 24, 1959	VI
Near Ukiah	June 26, 1967	VI
South of Willows	April 28, 1968	VI
Santa Rosa	October 1, 1969	VII-VIII

### NOTE:

The foregoing listing of most major earthquakes of record in California and western Nevada are included herein to emphasize that during the past hundred years the planning area has experienced only minor earthquakes centered out of the area. Projections of future impacts are from low to moderate.



## I. EARTHQUAKE INTENSITY SCALES

EXHIBIT 3.

Two scales for subjectively describing the intensity of earthquakes have been widely used in the past, are used on maps on preceding pages, and are described hereunder. They are the older ROSSI-FOREL Scale, and the more widely accepted and newer Modified MERCALLI Scale. The current RICHTER scale, measured in Magnitude, is mentioned, but not described.

A. THE ROSSI-FOREL SCALE The most commonly used form of the Rossi-Forel (R.F.) scale reads as follows, in brief summary:

### Intensity

- I. Microseismic shock.
- II. Extremely feeble shock.
- III. Very feeble shock.
- IV. Feeble shock.
- V. Shock of moderate intensity.
- VI. Fairly strong shock.
- VII. Strong shock.
- VIII. Very strong shock
- IX. Extremely strong shock.
- X. Shock of extreme intensity.

### B. MODIFIED MERCALLI INTENSITY SCALE OF 1931

(Abridged and rewritten) Taken from Richter, 1958.

### Intensity

- I. Not felt. Marginal and long-period effects of large earthquakes.
- II. Felt by persons at rest, on upper floors, or favorably placed.
- III. Felt indoors, Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.
- IV. Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking

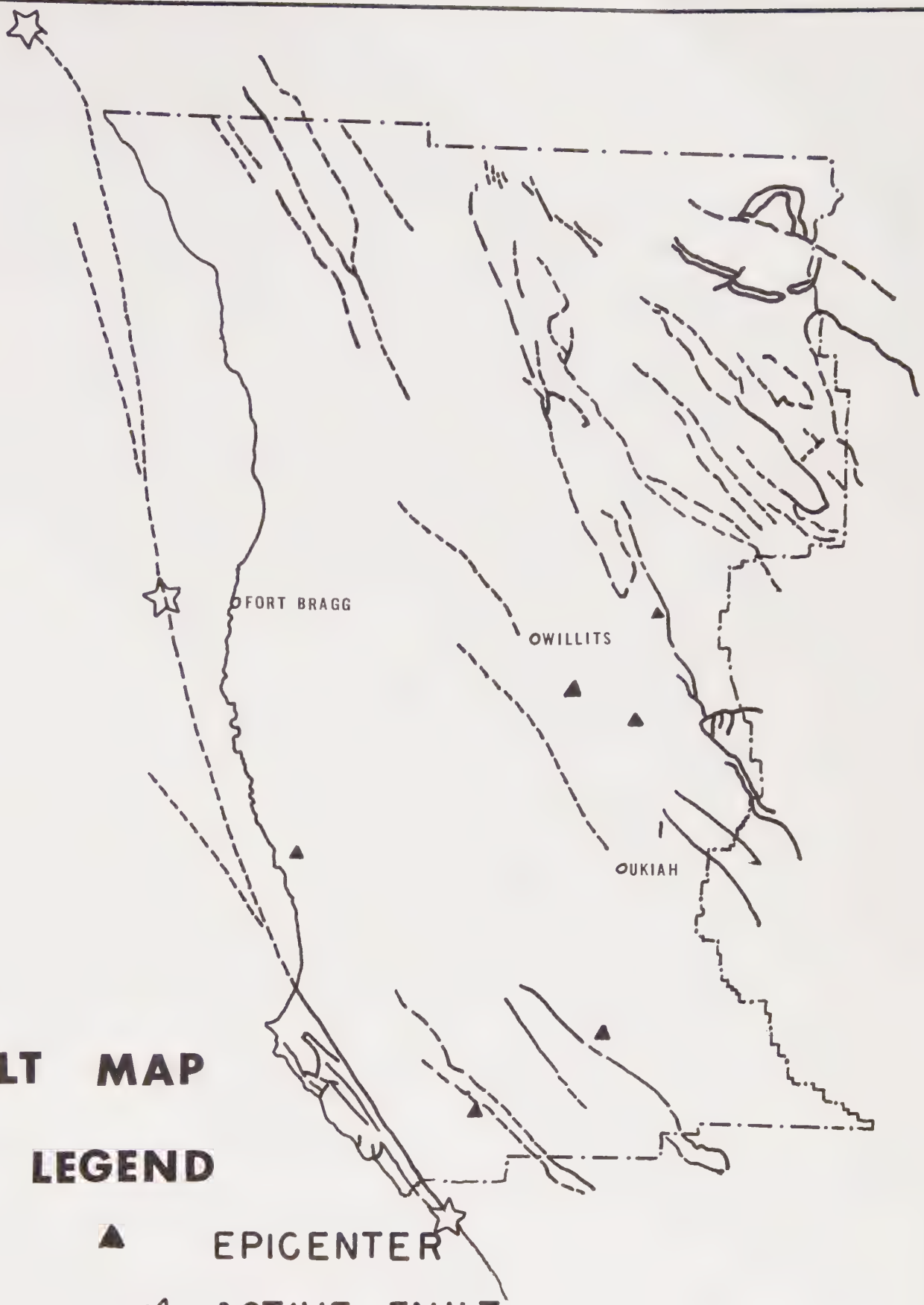




the walls. Standing motor cars rock. Windows, dishes, doors rattle, Glasses clink. Crockery clashes. In the upper range of IV wooden walls and frames creak.

- V. Felt outdoors; direction estimated, Sleepers wakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.
- VI. Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knicknacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken (visible, or heard to rustle - CFR).
- VII. Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line, Fall of plaster, loose bricks, stones, tiles, cornices (also unbraced parapets and architectural ornaments - CFR). Some cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged.
- VIII. Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Cracks in wet ground and on steep slopes.
- IX. General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. (General damage to foundations - CFR). Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluviated areas sand and mud ejected, earthquake fountains, sand craters.
- X. Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.
- XI. Rails bent greatly. Underground pipelines completely out of service.
- XII. Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown about.





## FAULT MAP

### LEGEND



EPICENTER



ACTIVE FAULT

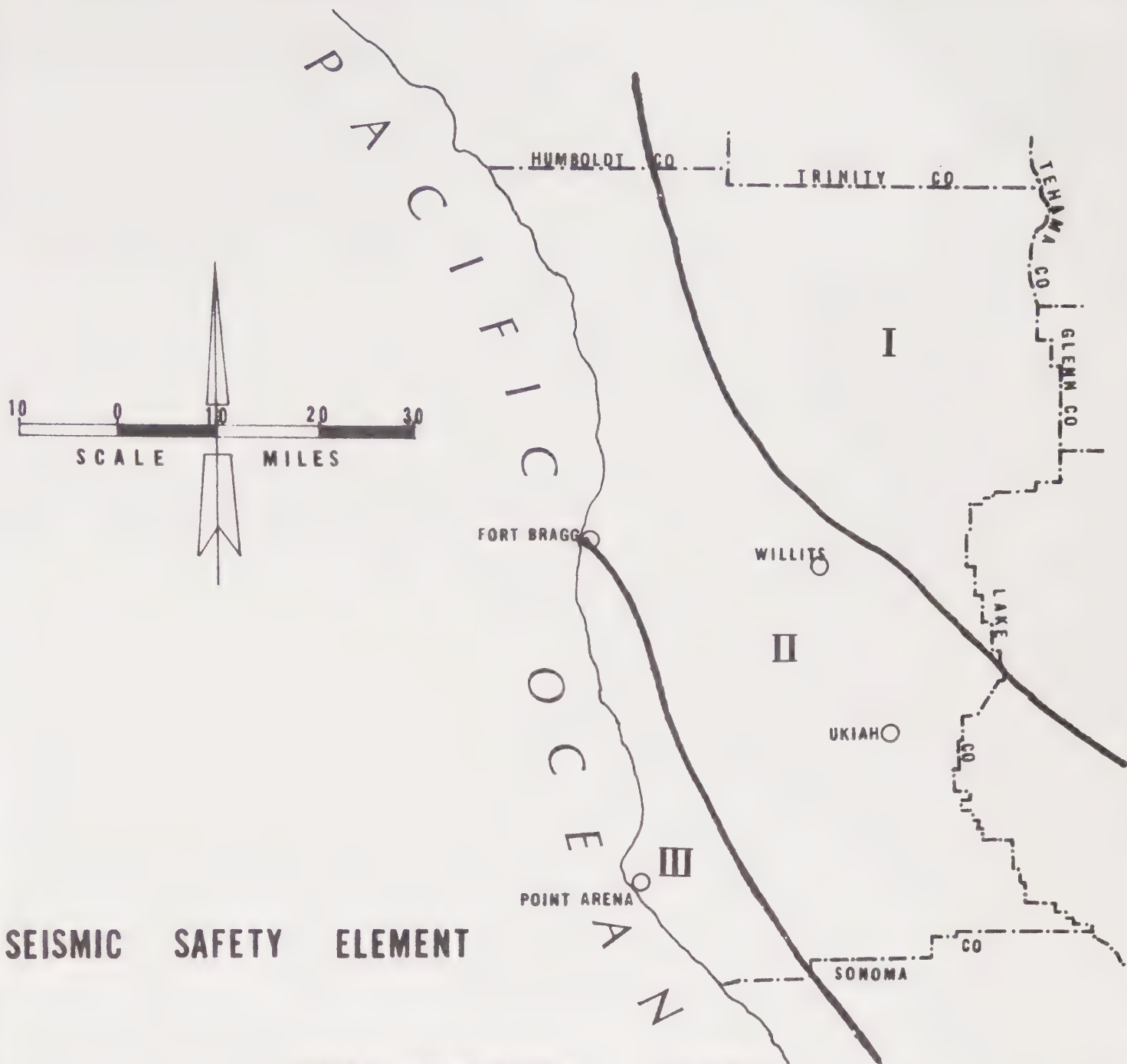


PRE-QUATERNARY FAULT

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## PRELIMINARY MAP

# OF MAXIMUM EXPECTABLE EARTHQUAKE INTENSITY

APPLICABLE ONLY TO LOW-RISE MASONRY AND WOOD-FRAME BUILDINGS

### DAMAGE ZONE

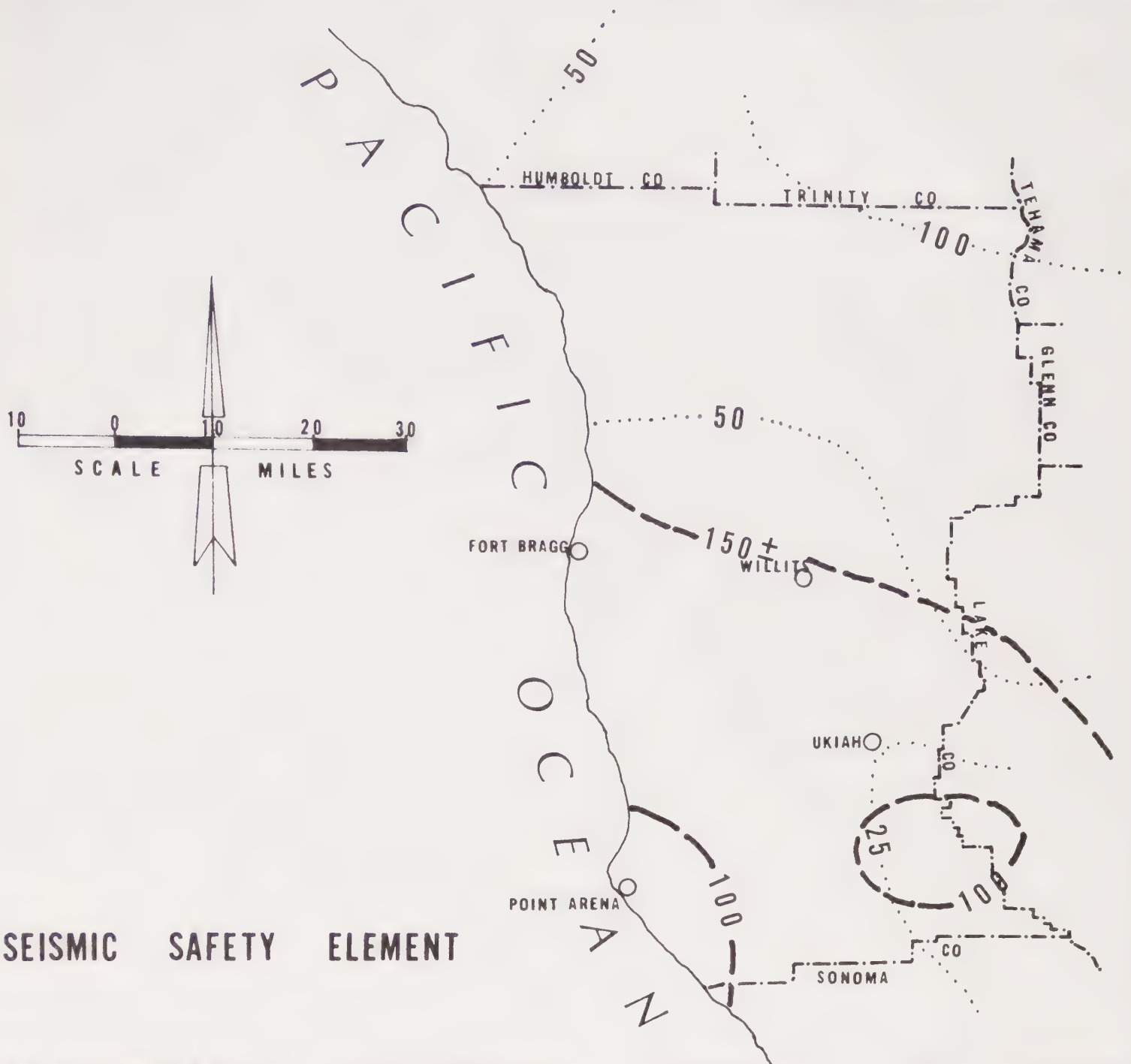
### PROBABLE MAX. INTENSITY

I MINOR TO MODERATE	VI OR VII (MOD. MERCALLI)
II MODERATE	VII OR VIII "
III MAJOR	IX OR X "

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SEISMIC SAFETY ELEMENT

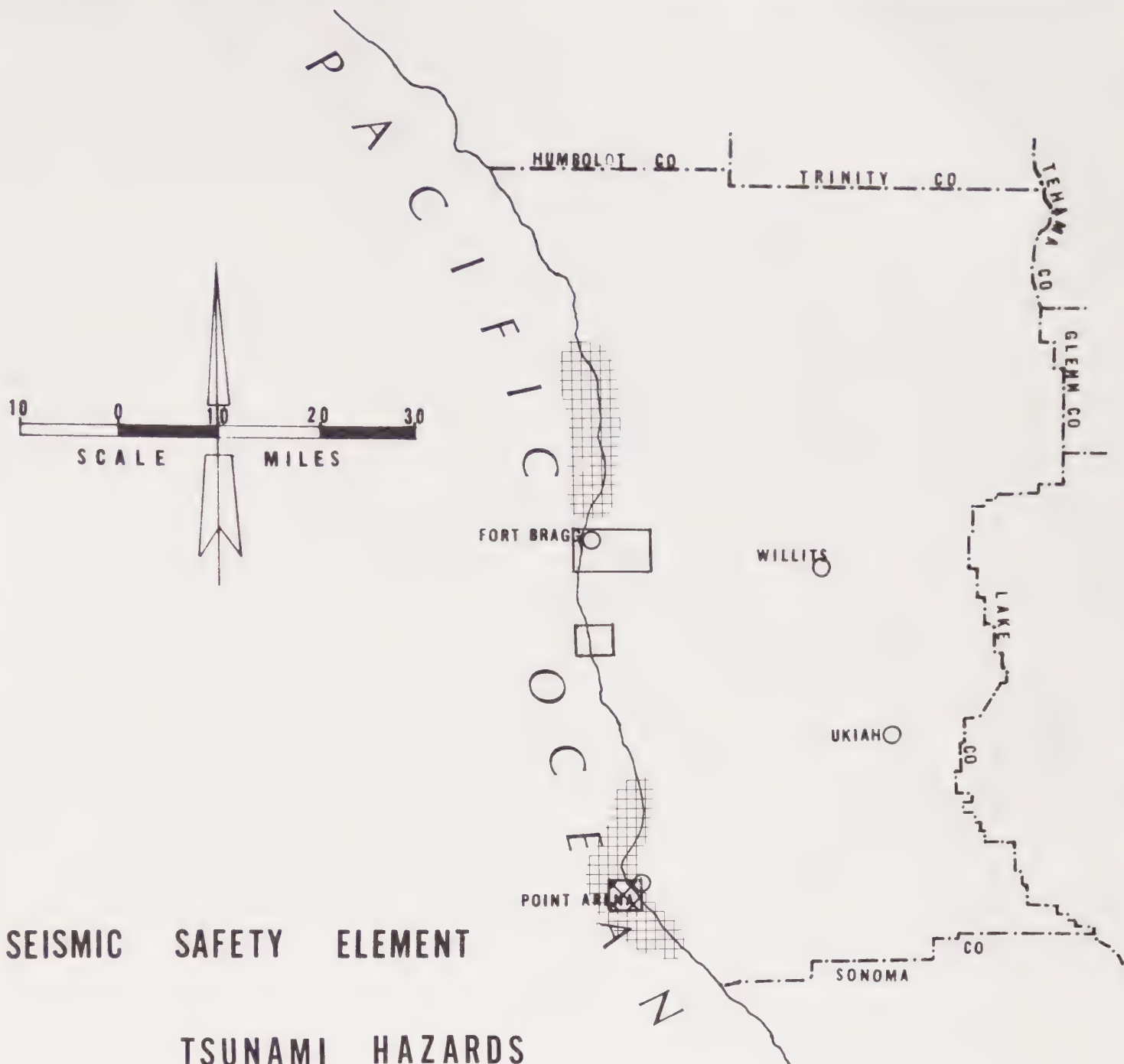
EARTHQUAKE RECURRENCE INTERVALS IN YEARS

————	MODIFIED	MERCALLI	INTENSITY	VIII
- - - -	"	"	"	VII
.....	"	"	"	VI

(150 YEAR VALUES UNCERTAIN)

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# LEGEND

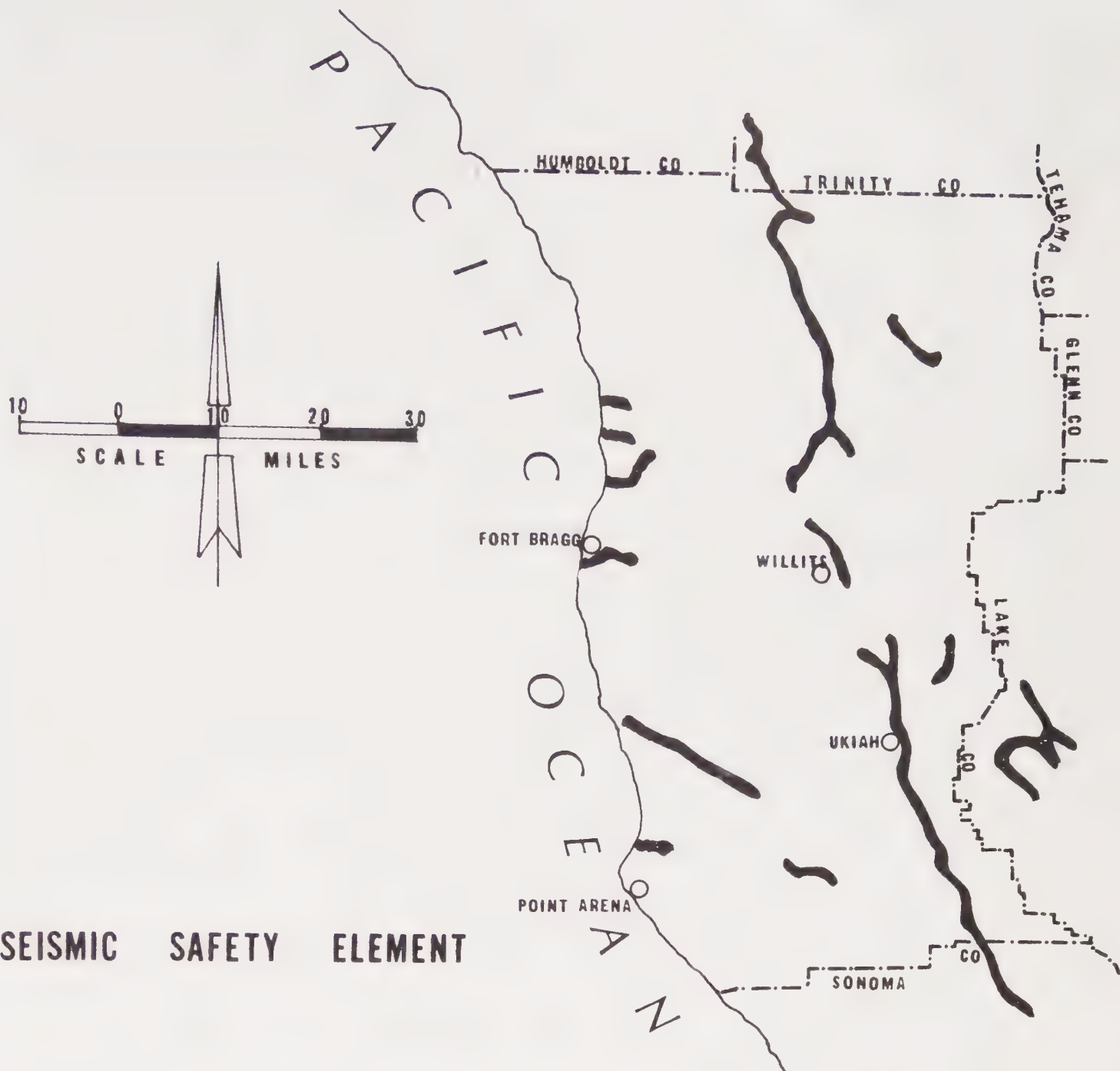
- |                  |  |                                 |
|------------------|--|---------------------------------|
| HARBOR DAMAGE    |  | DAMAGE DUE TO SWIFT CURRENT     |
| POTENTIAL DANGER |  | POTENTIAL HARBOR DAMAGE         |
| SHORELINE HAZARD |  | LOW COASTAL AREA & PUBLIC BEACH |

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SEISMIC SAFETY ELEMENT

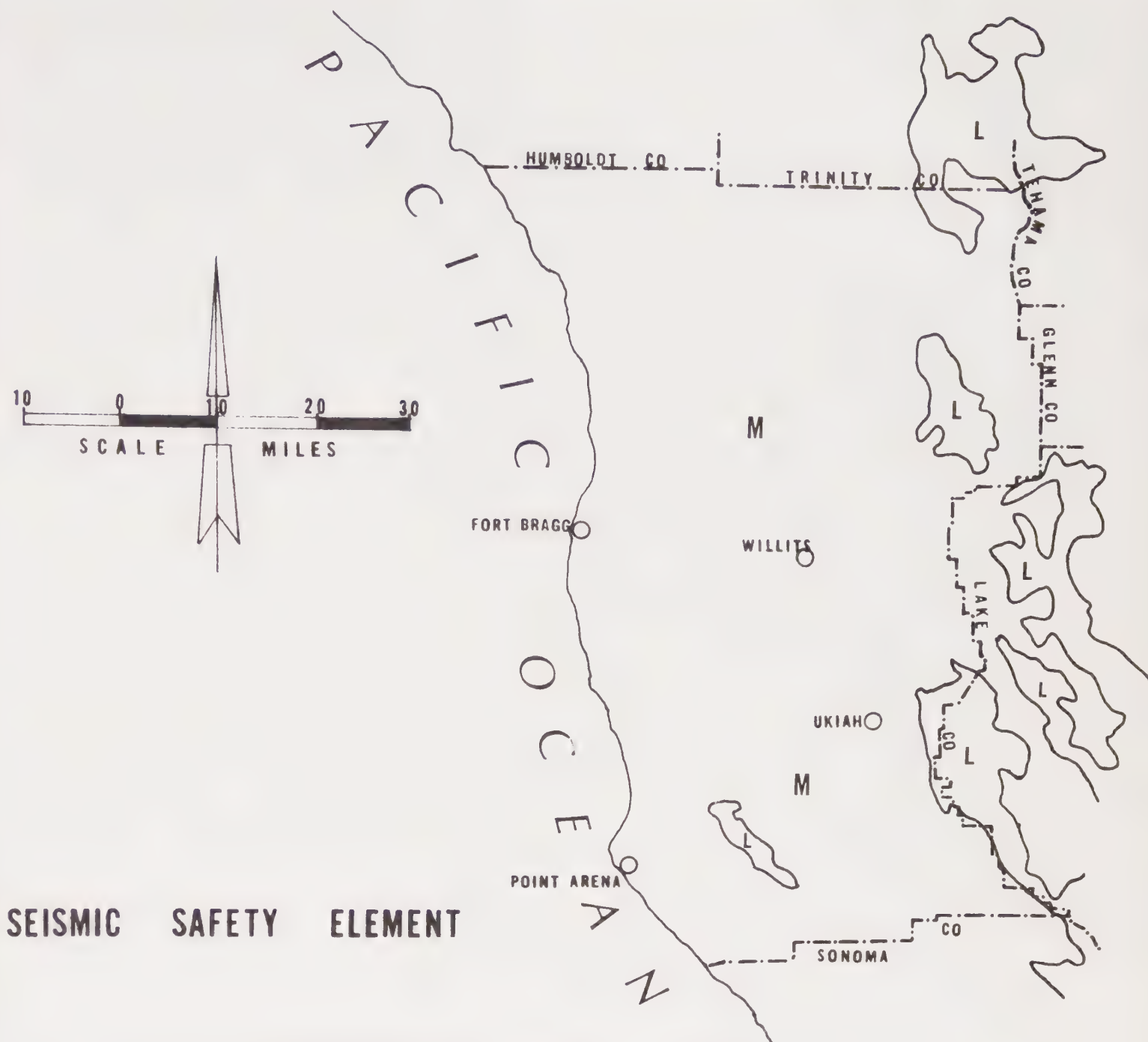
FLOOD HAZARDS

AREAS SUBJECT TO FLOODING

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SEISMIC SAFETY ELEMENT

## EXPANSIVE SOIL MAP

### EXPLANATION

M

MODERATE

L

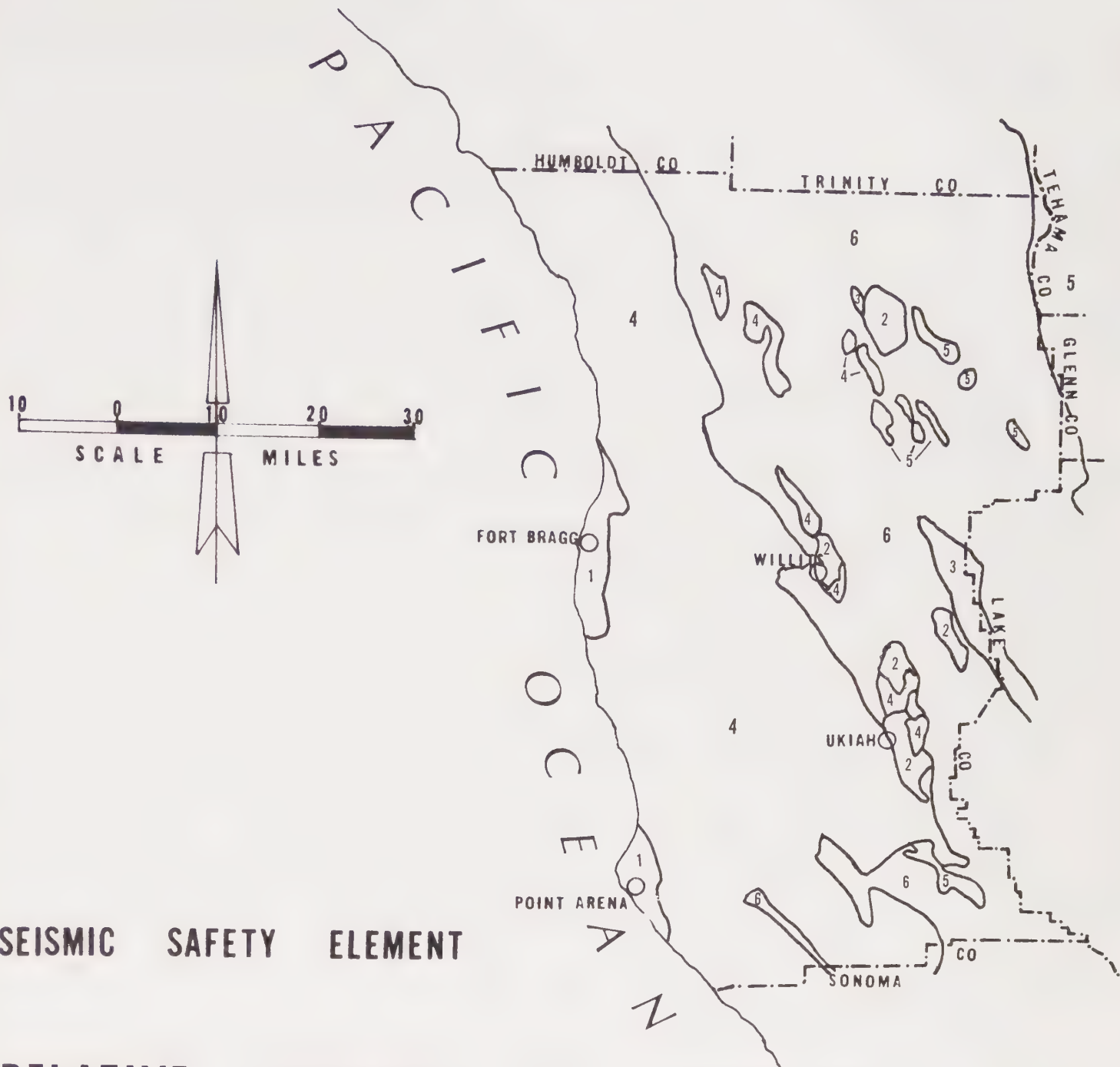
LOW

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SEISMIC SAFETY ELEMENT

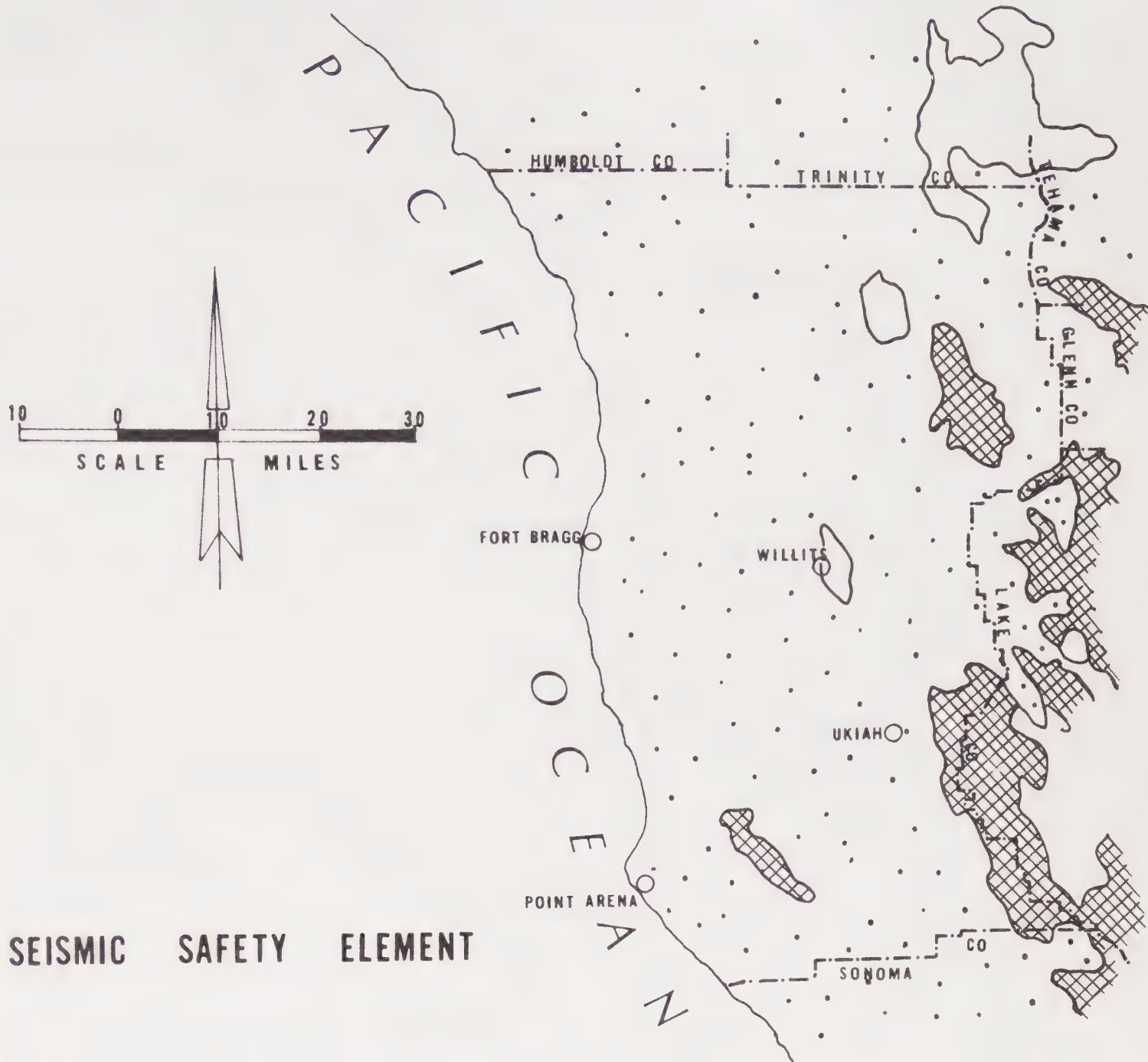
RELATIVE AMOUNTS OF LANDSLIDES



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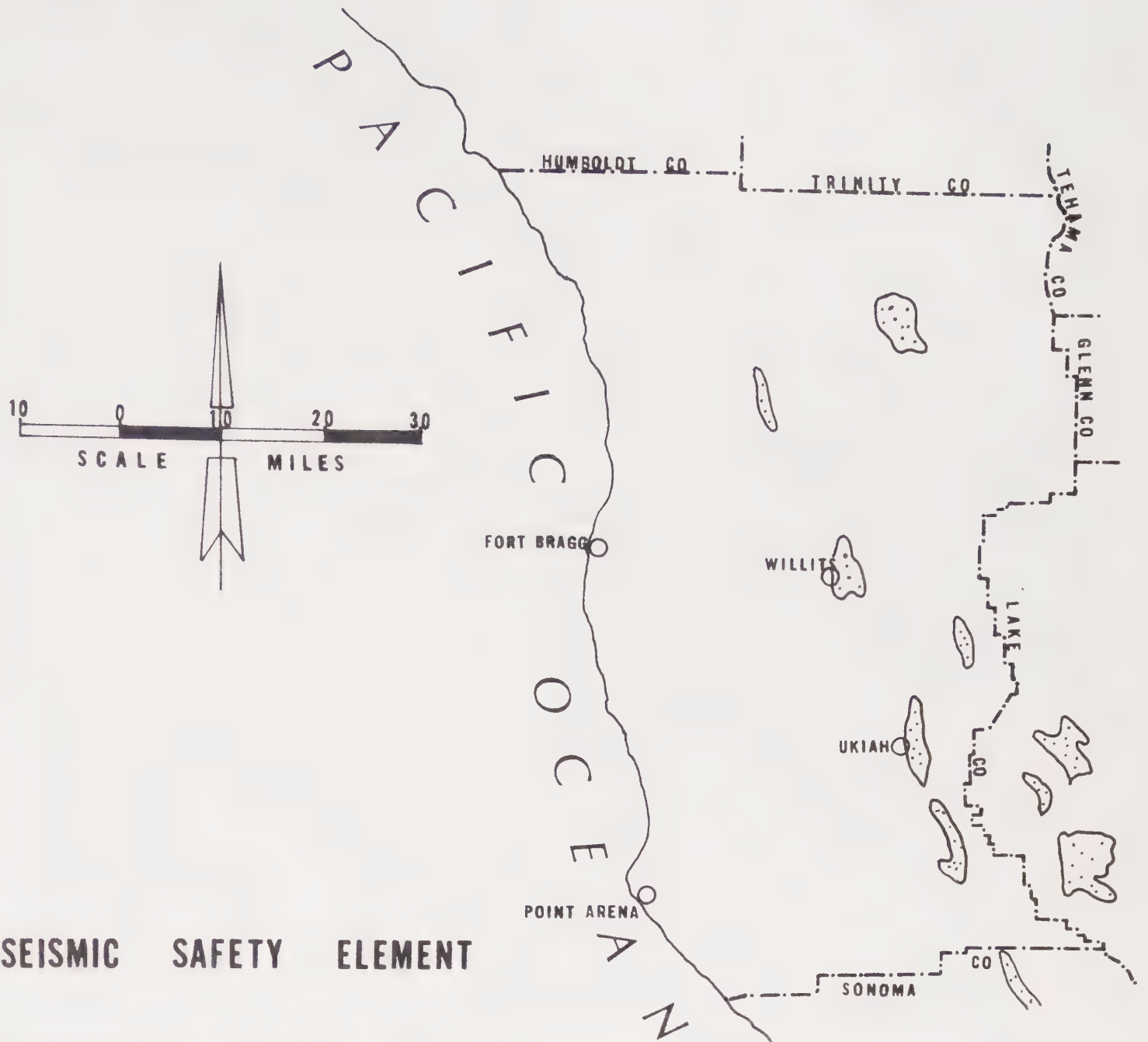
SEISMIC SAFETY ELEMENT

# EROSION ACTIVITY

## EXPLANATION

- NONE TO SLIGHT
- MODERATE
- SEVERE





SEISMIC SAFETY ELEMENT

KNOWN AND POTENTIAL SUBSIDENCE AREAS

EXPLANATION

POTENTIAL :



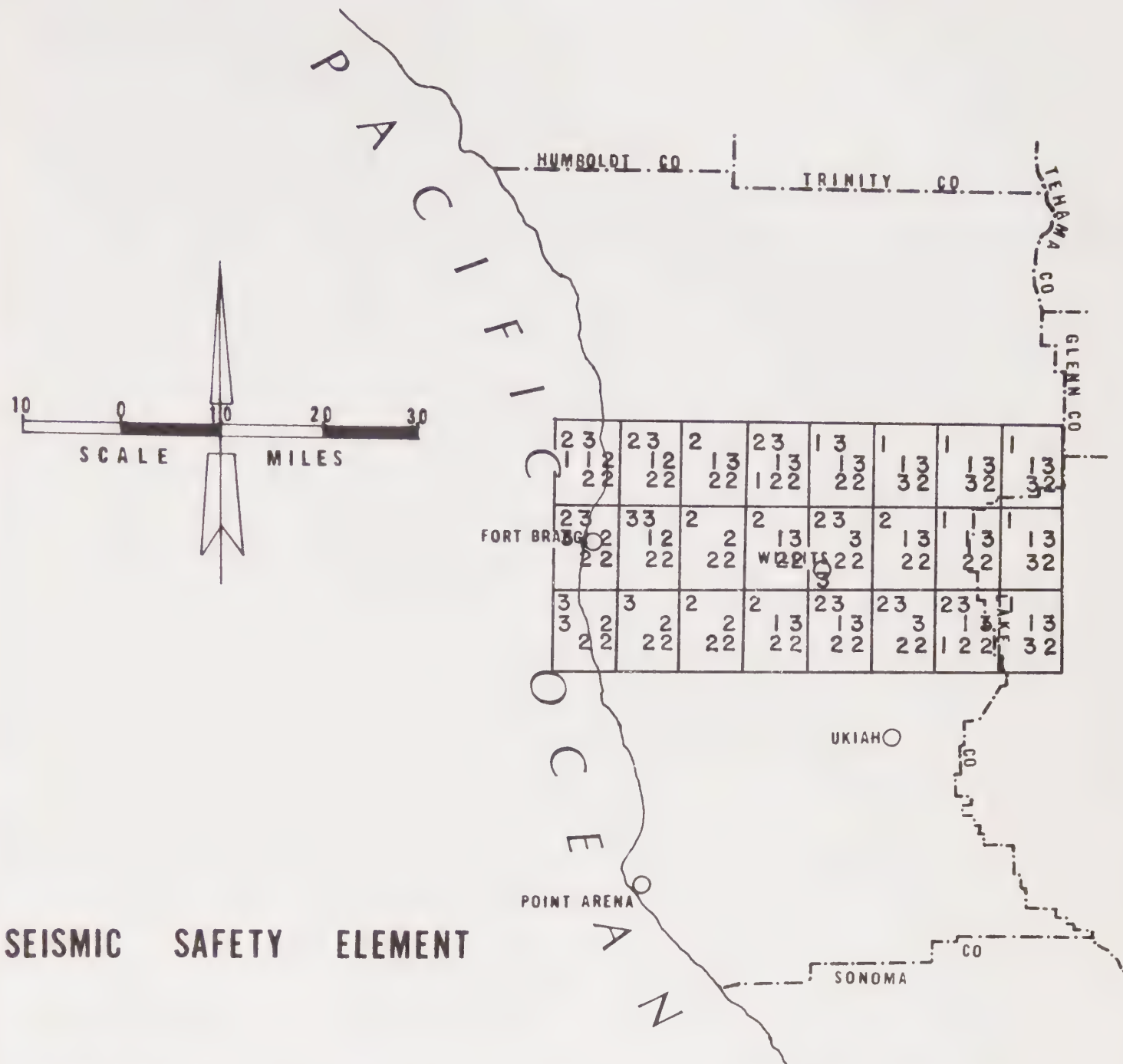
PRINCIPAL GROUND WATER BASIN

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## SEISMIC SAFETY ELEMENT

## SUMMARY OF GEOLOGIC PROBLEM MAPS

VALUE OF NUMBER  
SIGNIFIES SEVERITY

2	3	2
1	2	3
3	1	
2		

3. HIGH OR POSSIBLE

2. MODERATE

1. LOW

BLANK. NONE OR  
NOT RATED

POSITION OF NUMBER  
IDENTIFIES PROBLEM

A	B	C
D	E	F
G	H	I
J		

- A. EARTHQUAKE SHAKING
- B. FLOODING
- C. VOLCANIC ERUPTION
- D. TSUNAMI
- E. FAULT DISPLACEMENT
- F. LANDSLIDE
- G. SUBSIDENCE
- H. EROSION ACTIVITY
- I. EXPANSIVE SOIL
- J. LOSS OF MINERAL RESOURCES

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### III. METHODOLOGY

#### A. BASIC DATA

Both the U.S. Geological Survey and the California Division of Mines and Geology have produced and made available much updated and recent map and text information material to assist in the preparation of the Seismic Safety element, together with additional data useful for Safety, Conservation, Land Use and other elements. Most of the exhibits on preceding pages are reproductions of such basic data.

Additional basic data was assembled from State and local Emergency Services plans and programs, etc.

The identification, mapping and evaluation of existing and potential hazards, both as to severity and frequency of occurrence, based on such data, provided the basis for the Policy Statements and the Implementation Proposals contained herein.

#### B. ACCEPTABLE RISK

The acceptable risk, related to hazards, is described in the Policy Statements section as a generalized statement which is subject to local interpretation and revision in consideration of individual jurisdiction conditions, degrees of hazards, timing, etc.

#### C. CORRECTION, MITIGATION EFFORTS

Analysis of area hazards recognizes that hazards caused by nature, such as earthquakes, floods and wildfires, may not be eliminated or corrected, but that their effects may be mitigated substantially by planned protective measures as proposed in general terms herein. Hazards are relatively moderate in the



area, and most severe effects in small vulnerable locations may be reduced by progressive corrective actions.

Hazards created by people and their actions are not severe in the area. They may be substantially eliminated or corrected by appropriate actions of the individual jurisdictions and other involved agencies.

#### D. PROTECTIVE MEASURES

Data developed and analyzed in the preparation of the elements provided the basis for protective measures proposed in the Implementation section.

#### E. EXCHANGE OF INFORMATION

The assembly of information from various agencies for the preparation of the elements established contacts of value, not only for this report, but for the ongoing process of area planning coordination and effectuation of the Safety and Seismic Safety elements which will require the cooperative efforts of many individuals and agencies over an extended time period.

### IV. RELATIONSHIPS OF THE SAFETY and SEISMIC SAFETY ELEMENTS

#### A. TO OTHER GENERAL PLAN ELEMENTS

Some of the more obvious natural and domestic hazards have been considered in the development of past General Plan elements, in zoning, in building and housing codes, and in the processing of land development projects, etc.

However, with a greater awareness of hazards and the probable impact of natural and other disturbances or disasters, and with factual information and this General Plan guide available, it is imperative that the Policy Standards and Implementation





Proposals contained herein be applied, as appropriate, to all other General Plan elements, to specific plans based hereon, be reflected in zoning and land division ordinances and pertinent codes, environmental impact statements and reports, plans for major public improvement projects, and generally throughout the total planning process.

B. To OTHER FACTORS and AGENCIES

Used as above, these elements may be expected to contribute to reductions in social and economic costs resulting from loss of life, injury, and property damage.

These elements are also of value to the County, and to State agencies holding land ownerships and other interests in the planning area, for use in coordinated planning, land use regulations, and mutual assistance plans and programs.

V. IMPLEMENTATION PROPOSALS

A. OTHER GENERAL PLAN ELEMENTS

It is proposed that the City and the County utilize exhibit map and text data contained and/or referred to herein to modify or supplement other General Plan elements for the purpose of showing the nature and location of hazards or problems, including as appropriate, seismic and other natural hazards, minerals and resources to be protected, evacuation routes, etc.

Such maps and explanatory data are to be considered as having General Plan status at or above that of other elements with which they are related.



## B. CAPITAL IMPROVEMENT PROGRAMS

It is proposed that major public projects which are found to be necessary for the mitigation, correction or control of hazards or problems indicated in these elements be included with appropriate attention in the City and County Capital Improvement Programs.

## C. REGULATORY MEASURES, PROGRAMS, REVIEW

1. It is proposed that ordinances, codes, regulations and standards of the City and County be reviewed and amended as may be necessary to effectuate the Safety and Seismic Safety elements proposals, and that new regulations be added as necessary for such purposes. This plan may be supplemented by a set of proposed sample ordinance provisions to assist in the foregoing.

2. It is proposed that the City, County, and other area agencies initiate building and fire safety inspection programs to identify fire and structural hazards, and to correct them.

3. It is proposed that all local Emergency Operation Plans and programs be reviewed and updated to reflect hazards indicated herein, to include active programs for more effective operations in emergency or disaster situations, and to provide representation of fire, police and other emergency and protective agencies wherever safety factors are involved in the planning process.

4. It is proposed that these Safety and Seismic Safety elements, together with all related governmental safety planning programs, be reviewed, revised, and maintained at an active level aimed at effectuation of proposals in a vital ongoing planning operation.



5. It is proposed that review and updating processes of the City include consideration of:

a. New seismic hazards data as may become available through further scheduled studies by the U.S. Geologic Survey and the State Division of Mines and Geology.

b. Detailed soil stability, landslide and mudslide locations, soil depth and permeability, moisture content, water table depth, and other such data from Soil Survey reports of the Soil Conservation Service and other such sources.

c. Progressive improvements in fire protection services, facilities and equipment per Board of Fire Underwriters and Fire Marshall standards; new sources of water supply, extended distribution, increased water pressure, additional equipment and personnel, etc.

d. Relationships, responsibilities, and mutual aid plans of Division of Forestry, Fire Districts and City Fire Departments.

e. Present and planned systems of evacuation routes, fire access trails and fire breaks, and of regulatory measures pertaining to seismic and fire safe construction, location and clearance around structures, etc.

f. Organization and effectiveness of local Emergency Operation Plans.

NOTE:

Pertinent environmental concerns and recommendations set forth in the document "Summary Report, Environmental Goals and Policy" (State of California) are reflected in these Safety and Seismic Safety elements.





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## AREA GENERAL PLAN - NOISE ELEMENT

### I. INTRODUCTION

#### A. AUTHORITY

State law requires that City and County General Plans include a NOISE element which is described in the law as follows:

#### NOISE ELEMENT (Government Code Section 65302(g))

"A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:

(1) Highways and freeways

(2) Ground rapid transit systems

(3) Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

"These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and frequency of its occurrence. The recommended scale is sound level A, as measured with A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24-hour period.

"Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dB(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 dB(A).

"Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the general plan.



"The state, local, or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan, a statement of the present and projected noise levels of the facility, and any information that was used in the development of such levels."

## II. SCOPE and NATURE of the NOISE ELEMENT

### A. PLANNING AREA, GENERAL POLICY

In the Willits Planning Area, with a City population of about 3,300 persons, and a surrounding unincorporated area of suburban residential, agricultural, and some other mixed land uses, noise is not at present a major problem except for particular small locations in the total area.

General policy is to locate the particular present and potential problem sites, identify present and future noise sources, and provide methods for the reduction and/or reasonable control of noise through the guidance of this noise element, precise plans based hereon, and appropriate regulatory measures to effectuate the proposals contained herein.

#### 1. Noise in the Area

Noise at or approaching problem magnitude in the area is concentrated at several industrial operations, and along the corridors of highway, railroad, and air transportation routes.

Noise generated by urban activities and industrial operations other than transportation must be considered a local problem subject to local attention, and related to but somewhat distinct from transportation noise, the control of which is in the jurisdiction of Federal and State agencies.





It is plan policy to recognize and treat both fields of noise problems, each in a manner and to a degree considered reasonable and adequate for the best interests of the area and the comfort and convenience of its people.

## 2. Policy Regarding Needed Controls

Urban and industrial noise problems are generated by people and their local activities, in their use of land and equipment, and in their business and industrial operations.

Control of such noises and their sources is most effectively applied, as and when needed, by local City or County ordinances which include enforcement provisions which specify maximum permissible noise levels in relation to established ambient levels.

A sample ordinance is included herein.

Controls of noises from transportation equipment and facilities, such as motor vehicles, railroad trains and aircraft, and their highways, tracks and airways, are almost entirely in the legal jurisdiction of Federal and State agencies.

The preparation of this Noise element was assisted by such agencies, and controls and preventive measures applied by or available through such agencies are incorporated herein.

### B. DESIRED MAXIMUM LEVELS in LAND USE AREAS

The intensity of sound, or noise, as detectable by the human ear, is measured in "Decibel" units. For purposes of this element, the A-weighted decible unit, dB(A), as registered on commercial sound level meters, is used in relation to surface noises.



1. Highway Design Standards. The following is a summary of Federal standards for use in the design of roads and highways which are applicable with minor variations in California, and which are proposed element guides. (Ref: U.S. DOT PPM 90-2, Feb. 8, 1973, Appendix B-4).

<u>Land Use Category</u>	<u>Design Noise Level - L<sub>10</sub></u>
A. Unique and unusual tracts of land in which serenity and quiet are of extraordinary significance and preservation of those qualities is essential if the area is to continue to serve its intended purpose.	60 dB(A) (Exterior)
B. Residential areas, schools, churches, libraries, hospitals, and so forth.	70 dB(A) (Exterior)
C. Other developed land not included in (A) and (B) and generally constituted by urbanized business or industrialized areas.	75 dB(A) (Exterior)
D. Special condition sites, areas, or activities. The design noise level should be established, based on the merit of the specific case and an analysis of the acceptable level.	(Exterior or Interior)

2. Land Use Classification Standards. The following standards are proposed as generally desirable ambient exterior noise level guides to be used together with other basic plan elements and in the future planning and location of noise-sensitive land uses and developments in relation to noise generating uses and facilities.

<u>Land Use Classification</u>		<u>Desired Ambient Level, dB(A)</u>
Residential, rural-suburban:	10 PM to 7 AM	40 - 45
	7 AM to 10 PM	45 - 50
Residential, suburban:	10 PM to 7 AM	45 - 50
	7 AM to 10 PM	50 - 55
Residential, low density urban:	10 PM to 7 AM	50 - 55
	7 AM to 10 PM	55 - 60
Residential, med./high density:	10 PM to 7 AM	55 - 60
	7 AM to 10 PM	60 - 65
Commercial zones, districts:	10 PM to 7 AM	65
	7 AM to 10 PM	70
Industrial zones, districts:	24 hours	75

The above standards are intended to be applied with careful attention to the particular City or County area conditions, such



as size and nature of development and expansion area, mixture of uses and spacing of mixed uses, present ambient levels, etc.

The following are summarized noise level standards established by the Department of Housing and Urban Development for residential mortgaging estimates, construction projects and new housing.

General External Exposures, dB(A)

\*NEF ZONES,  
Airport Environs

1. Unacceptable:

- |  |                          |
|--|--------------------------|
| a. Exceeds <u>80</u> , 60 min. per 24 hours. | Greater than <u>40</u> * |
| b. Exceeds <u>75</u> , 8 hours per 24 hours. |                          |

2. Discretionary, Normally Unacceptable:

- |  |                                   |
|--|-----------------------------------|
| a. Exceeds <u>65</u> , 8 hours per 24 hours. | Between <u>30</u> * & <u>40</u> * |
| b. Loud repetitive sounds on site.           |                                   |

3. Discretionary, Normally Acceptable:

- |   |                       |
|---|-----------------------|
| a. Does not exceed <u>65</u> more than<br>8 hours per 24 hours. | Less than <u>30</u> * |
|---|-----------------------|

4. Acceptable:

- |  |                       |
|--|-----------------------|
| a. Does not exceed <u>45</u> more than<br>30 minutes per 24 hours. | Less than <u>30</u> * |
|--|-----------------------|

Because the foregoing HUD standards also apply to FHA financing of residential housing, they must be given particular attention and be related closely to the preceding land use classification standards if and when a local jurisdiction considers application of non-transportation noise regulations.

C. STANDARDS, NOISE FROM TRANSPORTATION FACILITIES

The State law definition of the Noise element mentions only, and so gives primary importance, to noise generated by transportation facilities, (See page 41, Authority):

\*NEF: "Noise Exposure Forecast", HUD Noise Assessment Guidelines.







"(1) Highways and Freeways,  
"(2) Ground rapid transit systems,  
"(3) Ground facilities associated with all airports  
operation under permit from the State Department of Aeronautics."

Since ground rapid transit systems do not exist in the planning area except in the mild form of limited bus operations on public roads and highways, and since area airports are general aviation operations not used for scheduled airline purposes or for large commercial jet engine aircraft, this Noise element plan directs primary attention to highway and freeway noise problems. Although railroads are not specifically mentioned in the law, they are recognized as contributors to noise problems in the area.

Control of noise related to motor vehicles, aircraft, and railroad equipment is under the jurisdiction of Federal and State agencies. For this reason this plan element is designed to present information useful for planning purposes rather than to propose specific local control standards for transportation facilities.

Under the State law, the agencies responsible for the construction and maintenance of major transportation facilities are obligated to provide present and projected noise levels for their facilities. Therefor, in this planning area, the State Department of Transportation is the major contributor of such information.

#### 1. Standard for Basic Information

Two recognized methods for presenting the present and projected noise level information are available from the California Department of Transportation, which methods are:



a. "Test Method No. Calif. 701-A", mean truck noise levels for diesel trucks.

b. "L<sub>10</sub> Method", the sound level that is exceeded ten percent of the time (the 10th percentile) for the period under consideration. This value is an indicator of both the magnitude and frequency of occurrence of the loudest noise events.

Both the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development accept the L<sub>10</sub> Method, rather than the California Method. The Department of Transportation has provided L<sub>10</sub> Method data for 1974 and projected 1995 noise contour mapping of urban areas, together with section drawings from which to apply Calif. 701-A Method data along low traffic volume rural routes on an interim basis.

c. Government Code Sec. 65302(g) Standards

<u>Data Sources</u>	<u>dB(A) Map Contours</u>
From L <sub>10</sub> data, meter readings, (or California Method, charts, etc.):	
1. Freeways and Highways . . . . .	Down to <u>65</u>
2. At hospitals, rest homes, long-term . . . medical or mental care, or outdoor recreation areas (as appropriate)	Down to <u>45</u>

d. Airport Ground Facilities and Aircraft.

The following noise level standard is proposed as a goal for existing airports and a control for future airports where residential or hospital, etc. uses as above are located adjacent to, or in close proximity to the airport boundaries.

<u>Location of Sound Level Reading</u>	<u>*CNEL Reading</u>
At airport boundary adjacent to residential, etc. use areas.	<u>65</u> dB(A)

\*CNEL = "Community Noise Equivalent Level", in decibels, represents the average daytime noise level during a 24 hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and night-time periods relative to daytime periods.



### III. GENERAL POLICY STATEMENTS re. STANDARDS, GOALS

This Noise element is designed to provide a guide for local jurisdictions to use in relation to their particular needs and conditions. It is adaptable for adoption in this form as the broad General Plan element, and may be revised or supplemented as particular needs dictate.

Standards contained herein are derived from State and Federal agency sources, and in most cases were developed specifically for such General Plan and related purposes.

Goals of the plan element are to provide the general guide and sufficient detail to identify noise problems, present basic standards for their reduction and/or control, and indicate methods to effectuate such controls.

The element and its effective application in the planning area has value in that it may produce a more pleasant "people" environment through reduction and control of noise pollution which has been proven to have, at certain levels, adverse effects upon the physical and mental well-being of persons subjected to such pollution.

### IV. RELATIONSHIPS of the NOISE ELEMENT

#### A. TO OTHER GENERAL PLAN ELEMENTS

There is a strong relationship between the Noise element and the Land Use element and its urban and suburban land use classification areas, the Housing element with respect to Federal standards for acceptable noise levels for residential construction financing, and the Circulation element with respect to desired transportation facility noise levels.







The noise element is in a sense a supplementary element to the above in that its standards and proposals are to be superimposed upon, or incorporated with those of the other element plans.

It has particular value in its use with respect to the location and design of future transportation facilities, and in the location of future housing developments, hospitals, etc. in relation to transportation facilities and other primary noise generators.

B. TO ENVIRONMENTAL IMPACT

Standards and goals of this plan element will have reference value in the assessment of noise impact upon the environment which may result from most proposed public and private projects.

C. TO OTHER AGENCIES

The planning area includes both the incorporated area of the City and a surrounding unincorporated area of the County. Also within the planning area are lands in special districts and in local and other governmental ownerships.

All or most of such agencies are concerned with present and potential noise problems in some degree. They are urged to utilize appropriate goals and standards contained herein for purposes of uniformity and planning coordination.

V. IMPLEMENTATION PROPOSALS

A. NOISE ELEMENT re. TOTAL GENERAL PLAN

As indicated in preceeding part IV hereof, the Noise element relates closely to, and may be implemented through application of its standards and goals to other General Plan elements.



Although State law mandates a fractured total listing of General Plan elements with forced duplications, etc., local refinement and reasonable administration will permit orderly transmittal of goals and standards from plan to plan for effective implementation.

All such elements require periodic review which may include better organization of plan features based on use and experience.

#### B. REGULATORY MEASURES

The Noise element contains both proposed standards for future facility and development location and design, and for specific controls which are proposed to be applied by law - Federal, State or local ordinance.

Since, as has been mentioned, noise controls of transportation facilities are in Federal and State jurisdiction, only the controls of noise related to urban land uses and operations and commercial and industrial operations are subject to local ordinance control.

Needs for such regulation will be greatest in City and urban areas, and the degree of need and timing for application of controls is a matter of local jurisdiction determination.

A sample ordinance designed for such purpose is included as "Exhibit B" hereof. Although the sample is drafted as a City ordinance, it is adaptable for County use also.

#### C. ADDITIONAL IMPLEMENTATION MEASURES

Although it is recognized that correction or reduction of existing noise problems is difficult, some relief may be expected through stricter Federal and State standards applied to motor



vehicles, aircraft and railroad equipment. Sound barriers may be installed along serious problem sections of freeways and highways, industries may install sound control equipment, exterior wall and mass planting, and interior soundproofing may be installed to reduce noise in existing structures.

The more effective long-range implementation measures will be, through use of standards and controls proposed herein, and the use of the charts, maps, etc. which constitute "EXHIBIT A" hereof, to consider carefully the noise factor in the design and location of future transportation and other noise generating facilities with respect to noise sensitive land uses.

Conversely, housing and hospital, etc. types of land uses should be located and designed in the future with careful consideration of present and projected noise levels of present or future high level noise generating facilities.

The "EXHIBIT A" maps are to be considered as basic information having value for present purposes. They should be supplemented by more detailed and updated "on-site" sound level readings and analysis of future noise generator projections in the area, particularly at the time site locations for housing developments, hospitals, schools, health care facilities, places of public assembly, recreation facilities, etc. are being selected.

Ambient sound level readings will be required to be taken and recorded in conjunction with implementation of controls by use of local sound control ordinances, "Exhibit B".





NOISE CHARTS and DIAGRAMS

The following charts and diagrams are intended to give a general understanding of noise and its levels of magnitude and effect, as heard by the human ear.

Some of the charts and diagrams are informational, and some are intended for use in relation to policies, standards, and controls of present and projected noise problems as set forth in this plan element.

They should be used with the understanding that they present generalized information in some cases, and some may require supplementary data for reliable results.

<u>EXHIBIT</u>	<u>TITLE</u>
A-1	COMMON INDOOR AND OUTDOOR NOISE LEVELS  Source: "Guide On Evaluation And Attenuation Of Traffic Noise", Author and Publisher: American Assoc. of Highway and Transportation Officials.
A-2	CUMULATIVE DISTRIBUTION OF HIGHWAY VEHICLES VERSUS NOISE LEVELS.  Source: "Transportation Noise And Its Controls", U.S. Department of Transportation.
A-3	MEDIAN NOISE LEVEL ESTIMATES OF MIXED TRAFFIC AT 50 MILES PER HOUR.  Source: Same as A-2.
A-4	NOISE REDUCTION PRODUCED BY VARIOUS HIGHWAY CONFIGURATIONS.  Source: Same as A-2.
A-5	NOISE REDUCTION WITH AND WITHOUT TREES.  Source: Same as A-2.
A-6	WAYSIDE NOISE LEVEL FOR TRANSIT TRAINS OF VARIOUS LENGTHS.  Source: Same as A-2.
A-7	ESTIMATED LOCATION OF <u>CNEL</u> = 70 dB CONTOURS FOR TYPICAL GENERAL AVIATION AIRPORTS.  Source: California Department of Aeronautics, per, "TITLE 4, (Register 70, No. 48-11/28/70)".



<u>EXHIBIT</u>	<u>TITLE</u>
A-8	TYPICAL TRUCK NOISES VERSUS DISTANCE FROM THREE BASIC FREEWAY DESIGNS.  Source: "Methods For Measuring Noise Levels", California Department of Transportation.
A-9	<u>NOTE:</u> Exhibit A-9, included herein <u>by reference</u> , consists of L <sub>10</sub> Method Highway Noise Contour strip maps and related data prepared and contributed to the noise element plan program by the California Department of Transportation.

The L<sub>10</sub> method maps and data provide the most authentic and useful information for plan element use along freeway and major highway corridors.



<u>COMMON OUTDOOR NOISE LEVELS</u>	<u>NOISE LEVEL dB (A)</u>	<u>COMMON INDOOR NOISE LEVELS</u>
	-110-	--- Rock Band
Jet Flyover at 1000 ft. -----	-	
	-100-	
Gas Lawn Mower at 3 ft. -----	-	---- Inside Subway Train (New York)
	-90-	
Diesel Truck at 50 ft. -----	-	---- Food Blender at 3 ft.
	-80-	
Noisy Urban Daytime -----	-	--- Garbage Disposal at 3 ft. Shouting at 3 ft.
	-70-	
Gas Lawn Mower at 100 ft. -----	-	---- Vacuum Cleaner at 10 ft.
	-60-	
Commercial Area -----	-	---- Normal Speech at 3 ft.
	-	---- Large Business Office
	-50-	
Quiet Urban Daytime -----	-	--- Dishwasher Next Room
	-40-	
Quiet Urban Nighttime -----	-	--- Small Theatre, Large Conference Room (Background)
	-30-	
Quiet Suburban Nighttime -----	-	---- Library
	-	---- Bedroom at Night
	-20-	
Quiet Rural Nighttime -----	-	---- Concert Hall (Background)
	-	---- Broadcast & Recording Studio
	-10-	
	-	---- Threshold of Hearing
	-0-	

Source: "Guide on Evaluation and Attenuation of Traffic Noise",  
 Author and Publisher: American Association of State Highway and  
 Transportation Officials.

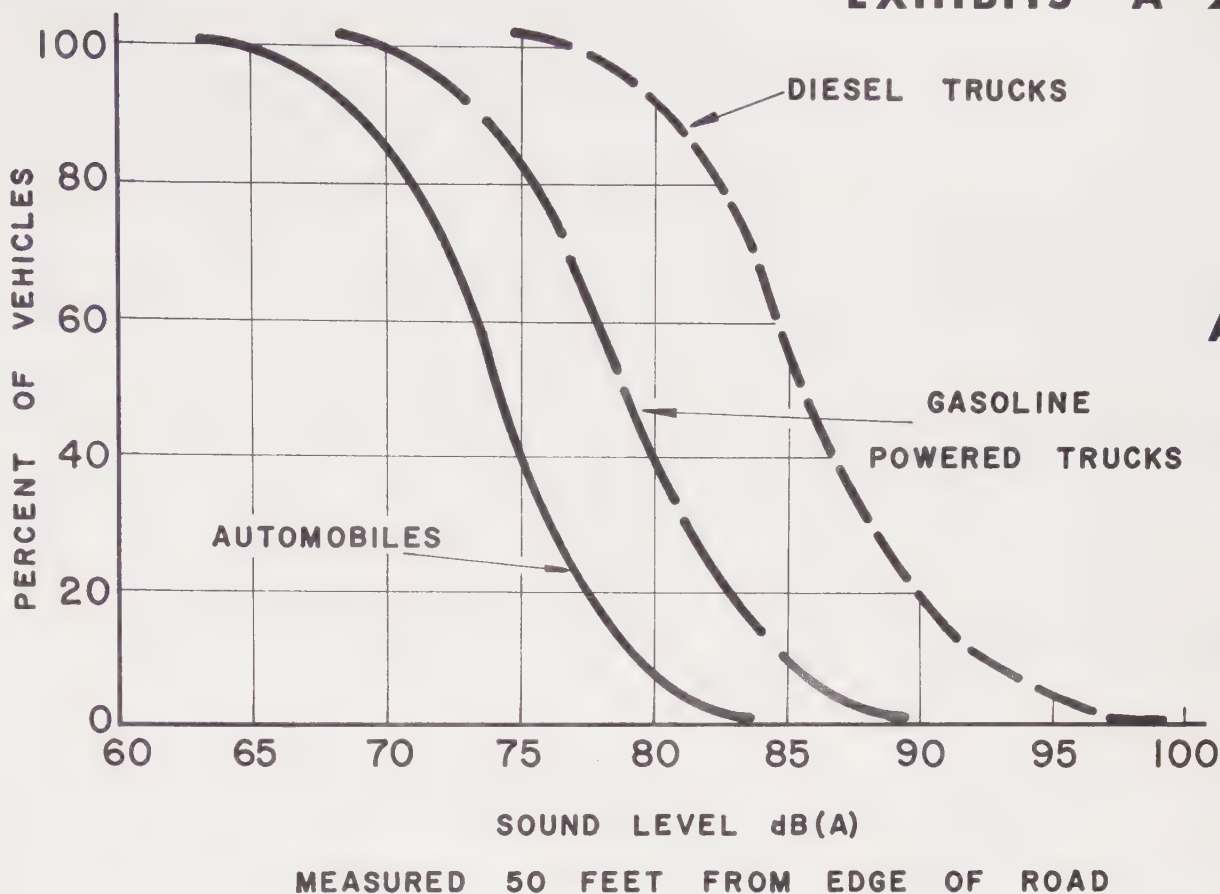
NOTE: A ten (10) decibel increase in sound level on dB(A) scale  
 doubles the apparent loudness or annoyance of the sound.





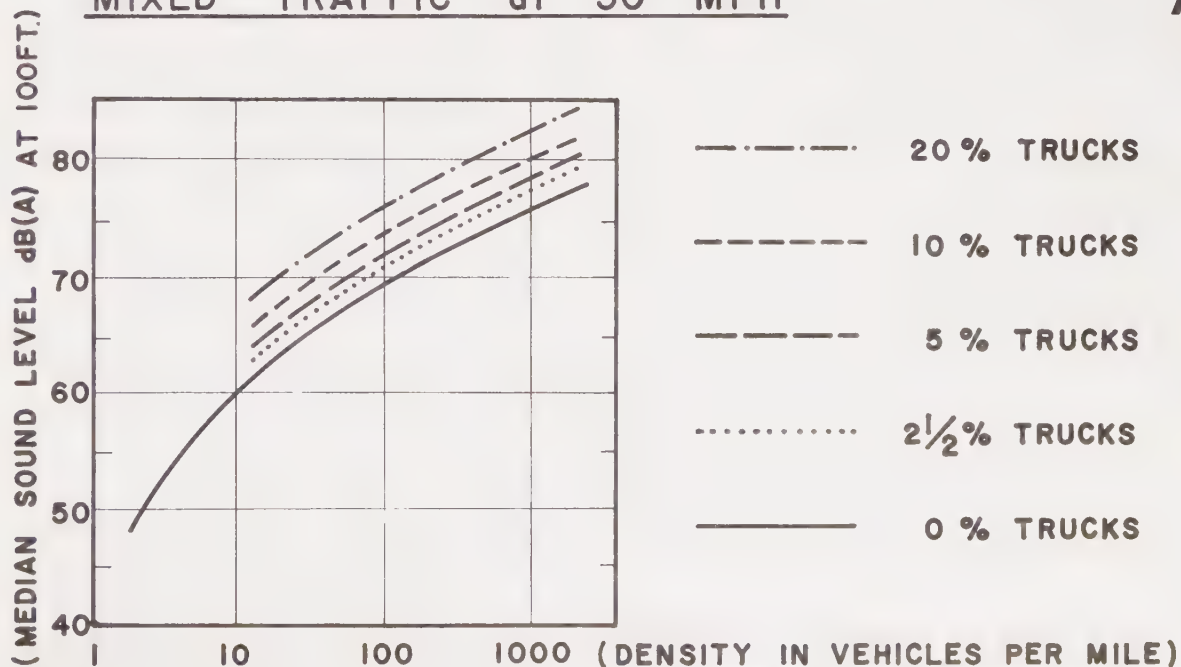
# CUMULATIVE DISTRIBUTION OF HIGHWAY VEHICLES VERSUS NOISE LEVEL

## EXHIBITS A-2, 3



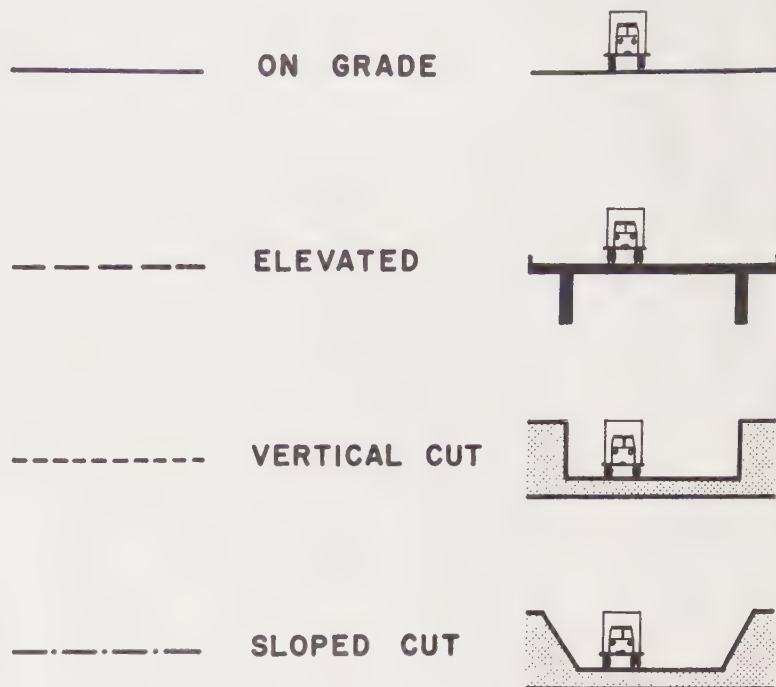
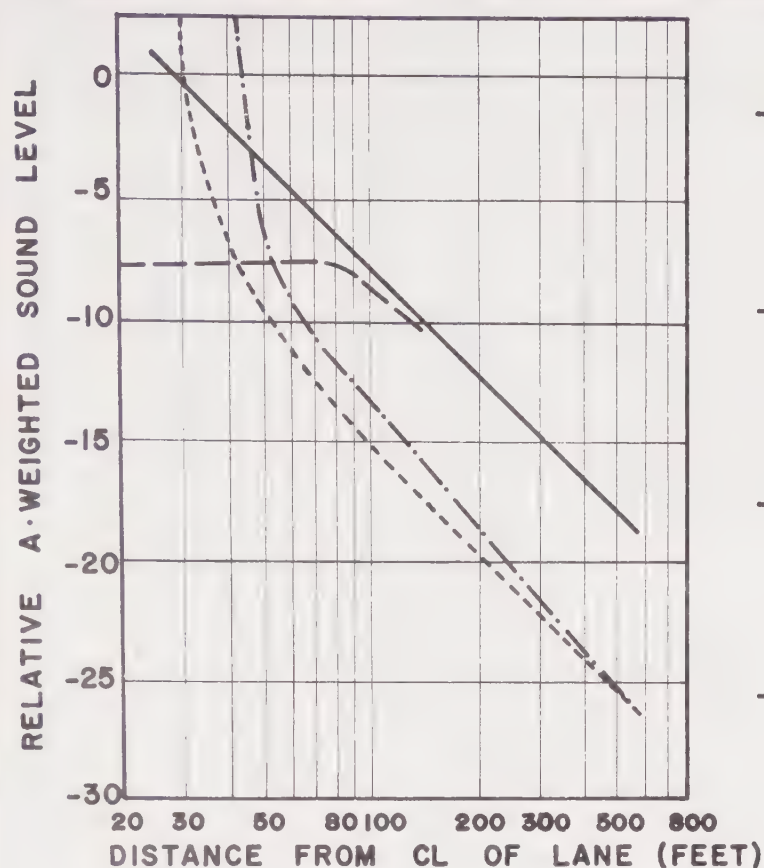
## MEDIAN NOISE LEVEL ESTIMATES OF MIXED TRAFFIC at 50 MPH

## A-3





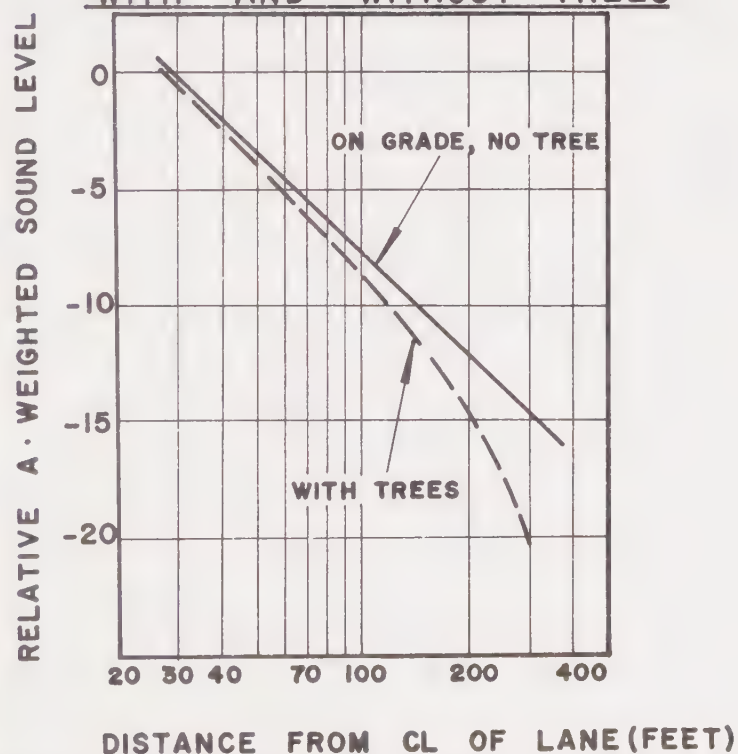
# NOISE REDUCTION PRODUCED BY VARIOUS HIGHWAY CONFIGURATIONS



**A - 4**

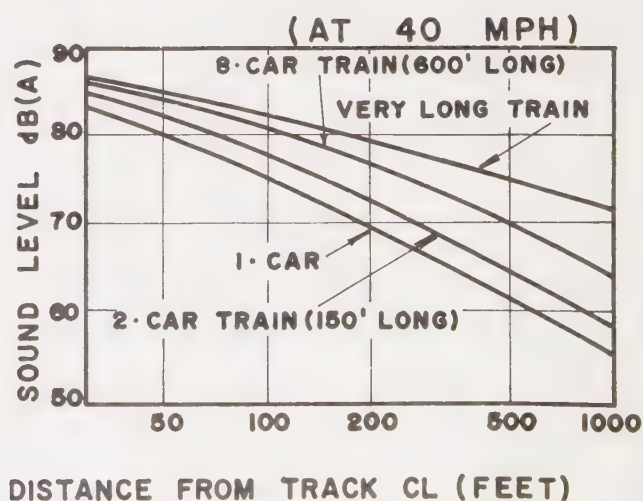
## **A - 5** NOISE REDUCTION

### WITH AND WITHOUT TREES



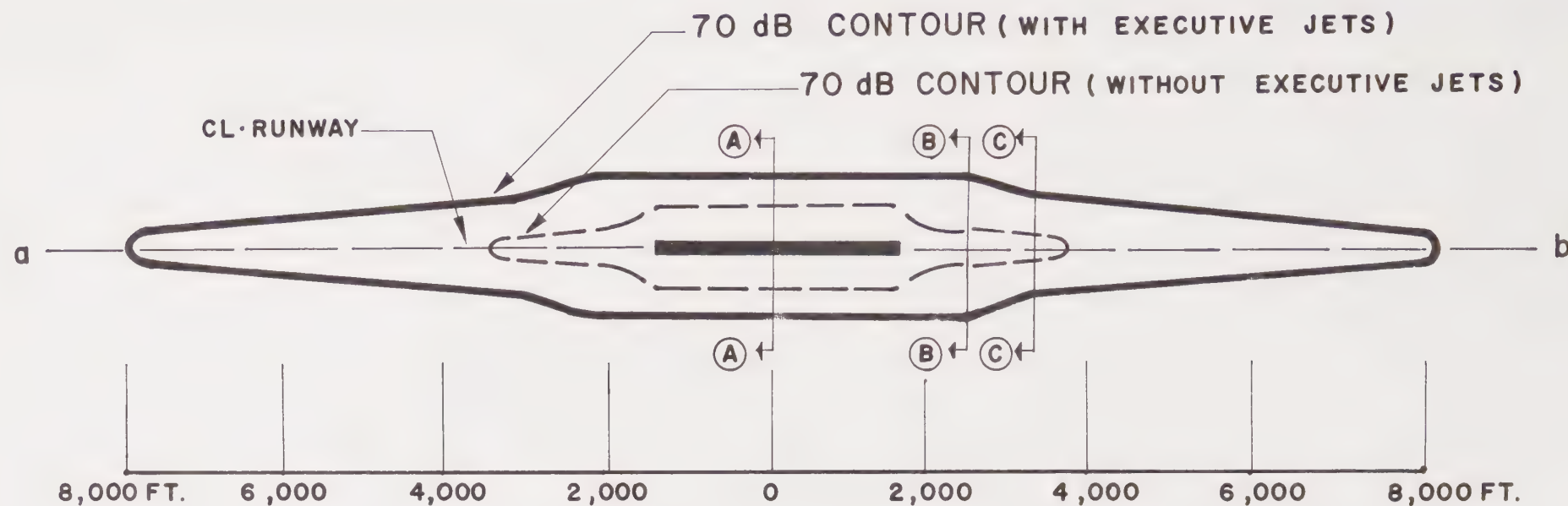
**A - 6**

## WAYSIDE NOISE LEVEL FOR TRANSIT TRAINS OF VARIOUS LENGTHS

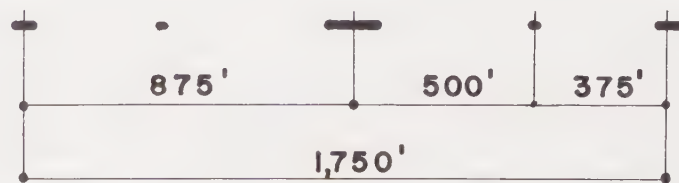




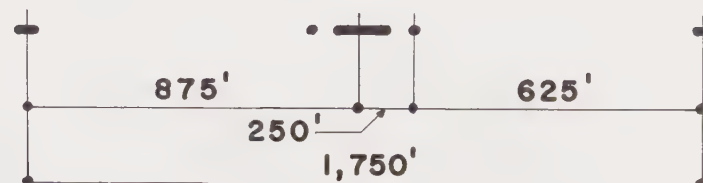
# ESTIMATED LOCATION OF CNEL=70 dB CONTOURS FOR TYPICAL GENERAL AVIATION AIRPORT



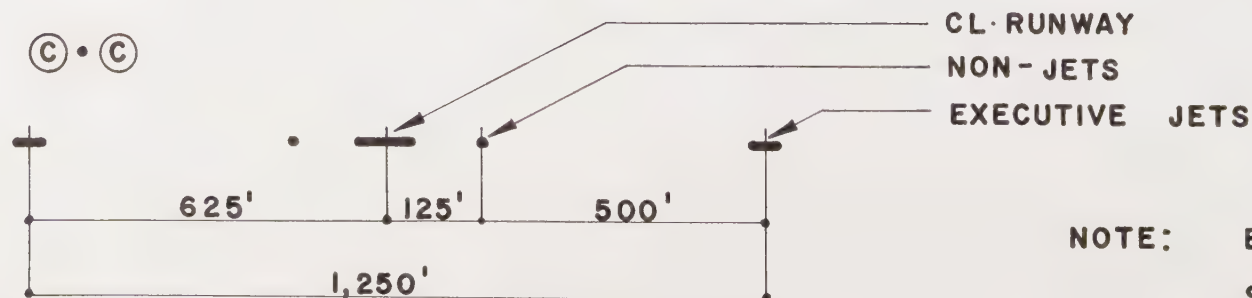
(A) • (A)



(B) • (B)



(C) • (C)

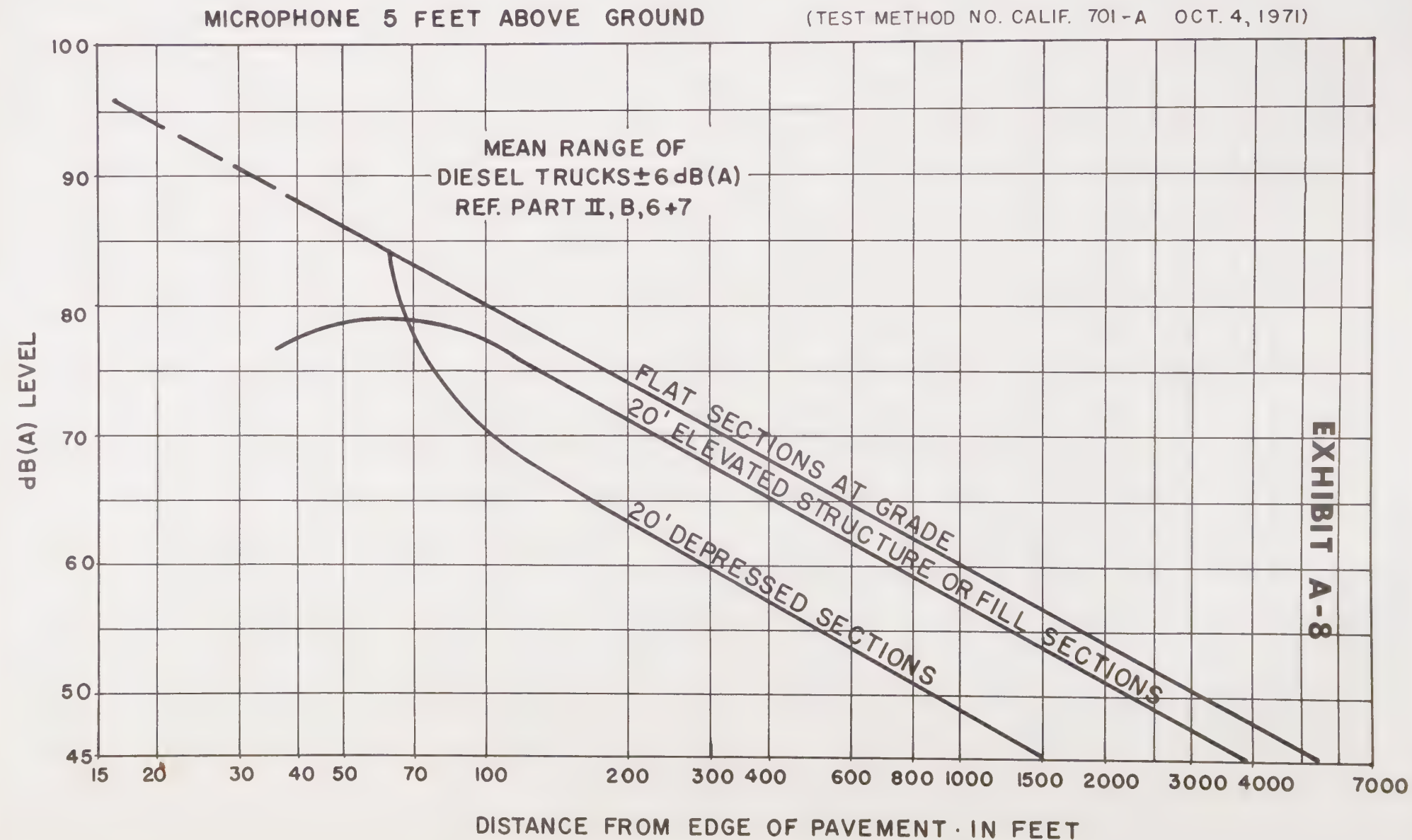


NOTE: ESTIMATE ONLY, DISTANCES SHOWN ARE APPROXIMATE.





# TYPICAL TRUCK NOISE VERSUS DISTANCE FROM 3 BASIC FREEWAY DESIGNS





MODEL NOISE ORDINANCE

The model noise ordinance which follows in modified form, as Exhibit B, was prepared by the League of California Cities to serve as a general guide as to the nature and content of such ordinances.

It is intended for reference purposes for any City which might in the future find that noise of the limited types subject to local control appears to be at or approaching intolerable levels in some areas.

Any such ordinance should be further modified to relate directly to the particular city conditions and to established and recorded ambient sound levels within the various land use areas of the city.

Although few of the smaller cities in California have found need for noise control ordinances, other models may be obtained from larger cities which may have developed and adopted such ordinances for their particular situations.

The Pacific Gas and Electric Company has prepared a suggested form of ordinance which contains community sound levels which are the same as those proposed in this General Plan element on page 4 hereof.

The P.G. & E. ordinance proposes noise levels five decibels higher than those shown in the League of Cities model, and as shown on page B-3. Both the League of Cities model and the references to P.G. & E. proposals are included herein for general informational purposes only. They do not constitute General Plan standards or proposals.



MODIFIED

Model Noise Ordinance-League of California Cities

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF \_\_\_\_\_ ADDING  
CHAPTER \_\_\_\_\_ TO TITLE \_\_\_\_\_ OF THE \_\_\_\_\_  
MUNICIPAL CODE PROHIBITING EMISSION OR CREATION OF  
NOISE BEYOND CERTAIN LEVELS.

THE CITY COUNCIL OF THE CITY OF \_\_\_\_\_ DOES ORDAIN  
AS FOLLOWS:

Chapter \_\_\_\_\_ consisting of \_\_\_\_\_ articles and entitled "NOISE  
REGULATIONS" is added to the \_\_\_\_\_ Municipal Code to read as follows:

CHAPTER \_\_\_\_\_. NOISE REGULATION

Article 1. General Provisions

Sec. \_\_\_\_ Declaration of Policy.

It is hereby declared to be the policy of the City to prohibit unnecessary, excessive, and annoying noises from all sources subject to its police power. At certain levels noises are detrimental to the health and welfare of the citizenry and in the public interests shall be systematically proscribed.

Sec. \_\_\_\_ Definitions.

As used in this chapter, unless the context otherwise clearly indicates, the words and phrases used in this chapter are defined as follows:

(a) Ambient Noise. "Ambient noise" is the all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far. For the purpose of this ordinance, ambient noise level is the level obtained when the noise level is averaged over a period of 15 minutes without inclusion of noise from isolated identifiable sources, at the location and time of day near that at which a comparison is to be made.

(b) Decibel. "Decibel" (dB) shall mean a unit of level which denotes the ratio between two (2) quantities which are proportional to power; the number of decibels corresponding to the ratio of two (2) amounts of power is ten (10) times the logarithm to the base ten (10) of this ratio.

(c) Emergency Work. "Emergency work" shall mean work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger or work by private or public utilities when restoring utility service.





(d) Frequency. "Frequency" of a function periodic in time shall mean the reciprocal of the smallest increment of time for which the function repeats itself. The unit is the cycle per second or hertz.

(e) Person. "Person" shall mean a person, firm, association, copartnership, joint venture, corporation, or any entity, public or private in nature.

(f) Sound Level. "Sound level" (noise level) in decibels is sound measured using the A weighting network of a sound level meter. Slow response of the sound level meter needle shall be used except where the sound is impulsive or rapidly varying in nature in which case fast response shall be used.

(g) Sound Level Meter. "Sound level meter" shall mean an instrument including a microphone, an amplifier, an output meter, a frequency weighting networks for the measurement of sound levels which satisfies the pertinent requirements in American National Standards Institute's Specification S1.4 - 1971 or the most recent revision thereof for type S-2A general purpose sound level meters.

(h) Motor Vehicles. "Motor vehicles" shall include, but not be limited to, mini-bikes and go-carts.

(i) Sound Amplifying Equipment. "Sound amplifying equipment" shall mean any machine or device for the amplification of the human voice, music, or any other sound. "Sound amplifying equipment" shall not include standard automobile radios when used and heard only by the occupant of the vehicle in which the automobile radio is installed. "Sound amplifying equipment", as used in this chapter, shall not include warning devices on authorized emergency vehicles or horns or other warning devices on any vehicle used only for traffic safety purposes.

(j) Sound Truck. "Sound truck" shall mean any motor vehicle, or any other vehicle regardless of motive power, whether in motion or stationary, having mounted thereon, or attached thereto, any sound amplifying equipment.

(k) Commercial Purpose. "Commercial purpose" shall mean and include the use, operation, or maintenance of any sound amplifying equipment for the purpose of advertising any business, or any goods, or any services, or for the purpose of attracting the attention of the public to, or advertising for, or soliciting patronage or customers to or for any performance, show, entertainment, exhibition, or event, or for the purpose of demonstrating such sound equipment.

(l) Noncommercial Purpose. "Noncommercial purpose" shall mean the use, operation, or maintenance of any sound equipment for other than a "commercial purpose." "Noncommercial purpose" shall mean and include, but shall not be limited to, philanthropic, political, patriotic, and charitable purposes.



(m) Supplementary Definitions of Technical Terms.

Definitions of technical terms not defined herein shall be obtained from the American National Standards Institute's Acoustical Terminology S1-s-1971 or the most recent revisions thereof.

Sec.\_\_\_\_ Sound Level Measurement Criteria.

Any sound level measurement made pursuant to the provisions of this chapter shall be measured with a sound level meter using the "A" weighting.

Sec.\_\_\_\_ Presumed Ambient Noise Level.

When "ambient noise level" is referred to in this chapter, it shall mean the higher of the following: (1) actual measured ambient noise level, or (2) presumed ambient noise level as determined from the chart below:

Zone	Time	Sound Level A, decibels		
		Community Environment Classification		
		Very Quiet (rural-suburb)	Quiet (suburb)	Slightly Noisy (suburb-urban)
R1 and R2	10pm to 7am	35	40 (45) *	45 (50) *
"	7pm to 10pm	40	45 (55) *	50 (60) *
"	7am to 7pm	45	50	55
R3 and R4	10pm to 7am	40	45 (50) *	50 (55) *
"	7am to 10pm	45	50 (55) *	55 (60) *
Commercial	10pm to 7am	50 (55) *		55 (60) *
"	7am to 10pm	55 (60) *		60 (65) *
M1	anytime	65 (70) *		65 (70) *
M2	anytime	70 (75) *		70 (75) *

Sec.\_\_\_\_ Violations: Misdemeanors.

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor and upon conviction thereof, shall be fined in an amount not exceeding Five Hundred and no/100ths Dollars (\$500.00) or be imprisoned in the City or County Jail for a period not exceeding six (6) months, or by both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

Sec.\_\_\_\_ Severability.

If any provision, clause, sentence, or paragraph of this chapter or the application thereof to any person or circumstances, shall be held invalid, such invalidity shall not effect the other provisions or applications of the provisions of this chapter which can be given effect without the invalid provisions or applications and, to this end, the provisions of this chapter are hereby declared to be severable.

\*Sound levels recommended by Pacific Gas and Electric Company.





## Article 2. Special Noise Sources

### Sec. \_\_\_\_\_ Radios, Television Sets, and Similar Devices.

(a) Uses restricted. It shall be unlawful for any person within any residential zone of the City to use or operate any radio receiving set, musical instrument, phonograph, television set, or other machine or device for the producing or reproducing of sound (between the hours of 10:00 p.m. or one day and 7:am of the following day) in such a manner as to disturb the peace, quiet, and comfort of neighboring residents or any reasonable person of normal sensitiveness residing in the area.

(b) Prima facie violation. Any noise level exceeding the ambient noise level at the property line of any property (or, if a condominium or apartment house, within any adjoining apartment) by more than five (5) decibels shall be deemed to be prima facie evidence of a violation of the provisions of this section.

### Sec. \_\_\_\_\_ Schools, Hospitals and Churches.

It shall be unlawful for any person to create any noise on any street, sidewalk, or public place adjacent to any school, institution of learning, or church while the same is in use or adjacent to any hospital, which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital, provided conspicuous signs are displayed in such streets, sidewalk or public place indicating the presence of a school, church, or hospital.

### Sec. \_\_\_\_\_ Machinery, Equipment, Fans, and Air Conditioning.

It shall be unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five (5) decibels. For the purposes of this section, "noise level" shall mean measured sound level with the following values added as corrections for time duration and character of the noise.

(a) Add one and only one of the following corrections for time duration:

1. Noise persists for more than five (5) minutes out of any one hour. 0
2. Noise persists for more than one minute but not more than five (5) minutes out of any one hour. -5
3. Noise persists for one minute or less out of any one hour. -10





(b) Add one and only one of the following corrections for unusual character:

- |   |    |
|---|----|
| 1. Noise has no unusual character.                            | 0  |
| 2. Noise contains a piercing pure tone.                       | +5 |
| 3. Noise is impulsive or rattling in nature.                  | +5 |
| 4. Noise carries speech, music, or other information content. | +5 |

### Article 3. Construction

Sec. \_\_\_\_ Construction of Buildings and Projects.

It shall be unlawful for any person within a residential zone, or within a radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device (between the hours of \_\_\_\_\_ p.m. of one day and \_\_\_\_\_ a.m. of the next day) in such a manner that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from (the officer or body of the City having the function to issue permits of this kind). No permit shall be required to perform emergency work as defined in Article 1 of this chapter.

### Article 4. Additional Regulations

NOTE: (The following may be of some value in some locations, may involve enforcement problems, may be added later, etc.)

- |           |                                 |  |
|-----------|---------------------------------|--|
| Sec. ____ | <u>Vehicle repairs</u>          | (on private property in residential areas) |
| Sec. ____ | <u>Motor-Driven Vehicles</u>    | (off-highway)                              |
| Sec. ____ | <u>Amplified Sound</u>          | (difficult to control)                     |
| Sec. ____ | <u>Hawkers and Peddlers</u>     | (not necessary?)                           |
| Sec. ____ | <u>Animals and Fowl</u>         | (difficult to control)                     |
| Sec. ____ | <u>Train Horns and Whistles</u> | (P.U.C. controls?)                         |



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AREA GENERAL PLAN ELEMENT: SCENIC HIGHWAYS

I. INTRODUCTION

A. AUTHORITY

State law requires that City and County General Plans include a SCENIC HIGHWAYS element which is described in the law as follows:

SCENIC HIGHWAYS ELEMENT(Government Code Section 65302(h)).

The plan shall include a "(h) scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5

(commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highway Code".

Legislation providing for a state-wide scenic highways system was first enacted in 1960, and in 1963 the legislature adopted a Master Plan for State Scenic Highways. Since that time the master plan has been periodically revised and expanded by legislative actions.

Under provisions of the above Streets and Highways Code, standards and guides for scenic highways systems have been adopted and published, and the State Scenic Highway Advisory Committee has been activated to assist in the plan program.

This General Plan element was prepared in conformity with the above provisions of law and guidelines made available thereunder, the Master Plan of State Scenic Highways, and the State CIR guidelines for preparation of the element.

It also recognizes recommendations contained in the State Office of Planning and Research document "Summary Report: Environmental Goals and Policy, June 1, 1973".





## B. SCENIC CHARACTER of the PLANNING AREA

Located in the world-famous "Redwoods" region of Northern California, the Willits planning area has a strong and varied resource of scenic attractions.

The terrain, from flat valley to mountain foothills, provides visual contrasts which are augmented by natural vegetation of redwoods and conifers, native brush and wild-flowers, and by streams flowing down from the extensive watershed.

Willits is a primary travel route service center at the intersection of State Highway routes 101 and 20 which provide access to extensive scenic and recreational areas in National Forest and State Parks, historic and active logging operation sites, private and commercial recreational developments, excellent hunting areas, fishing streams, etc.

The Planning area plays host to many thousands of tourists and recreation visitors each summer, and increasing numbers throughout the balance of the year. The economic benefits of the recreation industry are fully recognized in the area, and it is important that the natural scenic resources also be recognized as a responsibility capable of producing broad public benefits.

Previously adopted General Plan elements, such as Land Use, Open Space, Conservation, and Recreation, have given strong emphasis to the scenic character of the Planning area, and this Scenic Highways element focuses attention to the corridors along the numerous travel routes having particular scenic values.



## II. SCOPE and NATURE of the ELEMENT

Because the strong natural asset of scenic beauty spreads over and far beyond the immediate planning area, and the travel corridors traverse the broader region in a composite system, the Scenic Highways element is truly a regional plan element in its scope and nature.

The plan element goals and objectives, policy statements, standards and proposals all give major consideration to this feature, and to the need for closely coordinated actions on the part of City and County jurisdictions to properly effectuate the total area plan.

## III. GOALS and OBJECTIVES

Goals of the element are to produce a long-term guide for the progressive development of a truly outstanding area scenic highways system which will fully expose to the traveling public the scenic beauty of the total area.

Objectives are to implement the scenic routes system by City, County, and State coordinated actions, and to ensure continuing protection of the natural character of scenic corridors through local jurisdiction protective measures.

## IV. GENERAL POLICY STATEMENTS

It is the general policy of this plan element and its City sponsor that the plan be recognized as a multi-jurisdictional program guide, and that:

A. SCENIC ASSETS BE RECOGNIZED in their numerous and varied forms within the area, as natural resources of broad public interest and esthetic value, as having prime economic values



to the area, as being fragile assets which are vulnerable to damage and destruction by man, and which impose the responsibility for their protection upon the local governments of the area.

B. SCENIC HIGHWAYS BE MEANS OF DISPLAY of the scenic, historical and recreational assets of the area, providing access along beautiful and interesting travel route corridors to the variety of attractions the area offers, such routes to invite visitors by their poppy sign identification as the system expands in conformity with State standards for such identification.

C. COORDINATED PLANNING AND ACTIONS by all Federal, State and local governmental agencies concerned be the agreed means of accomplishing a truly effective result of the goals and objectives of this plan element, and that common standards for the protection of scenic corridors be the basis for protective measures to be adopted.

V. STANDARDS AND PROPOSALS

A. STATE MASTER PLAN, ELIGIBLE ROUTES

The California Scenic Highway System is shown on a map of State Highway routes which are eligible for official scenic highway designation. The map may be amended by action of the State Legislature to add routes which are proposed by local jurisdictions.

Although some units of the State-wide route system have been found to meet standards, have been officially designated as scenic highways, and have been posted with the attractive





and valued "poppy signs", most of the State-wide system is not yet officially designated.

B. STATE SCENIC HIGHWAY STANDARDS

Elegible highways, being those shown on the California Scenic Highway System plan, may become officially designated when the State Scenic Highway Standards have been met, as follows:

1. When the roadway and right of way meet the Scenic Highway Standards, or the State has developed a plan and program to bring them up to such standards.

2. When the local jurisdiction has adopted and implemented a plan and program for the protection and enhancement of the Scenic Corridor.

Assignments of responsibilities for meeting standards by the State and local jurisdictions are set forth in the Streets and Highway Code as follows:

"The Department of Public Works (Department of Transportation) shall take into consideration the concept of the "complete highway", a highway that incorporates not only safety, utility, and economy, but also beauty. In the development of highways, the Department will give special attention both to the impact of the highway on its environment and to the highway's visual appearance. The standards for achieving official designation of eligible Scenic Highways shall also require that local governmental agencies have taken such planning actions as may be necessary to protect and enhance the scenic appearance of the corridor (the area adjacent to and



outside of the highway right-of-way), including but not limited to:

- a. The regulation of land use which may include density and/or intensity of development.
- b. Detailed (specific) land and site planning.
- c. Prohibition of off-site outdoor advertising.

Highways which are eligible to become officially designated Scenic Highways include both:

1. State highways shown on the Master Plan of "State Highways Eligible for Official Scenic Highway Designation", and,
2. County Scenic Highways which are so classified in an adopted County General Plan.

Local legislative bodies may initiate proposals to have additional highway units added to the State Master Plan, and they have the responsibility to initiate requests that the Department of Transportation conduct corridor studies along particular highways in cooperation with local representatives as a step toward official designation of State routes in the planning area.

#### C. LOCAL SCENIC HIGHWAY STANDARDS

County roads may be designated as official County Scenic Highways by the County Board of Supervisors after the State Director of Public Works (Director, Department of Transportation) has found that all necessary requirements have been met. All standards and procedures prescribed in the publication "The Scenic Route, A Guide For The Official Designation of



Eligible Scenic Highways", (and summarized herein), shall apply with minor variations, to County Scenic Highways.

The State will not, in the case of County routes, undertake Scenic Highway (corridor) studies for County routes, but will upon request consult with local jurisdictions regarding the technical aspects of the program.

Although the aforesaid guide document does not mention "City" scenic highways, it does state that "The General Plan (map) for the City or County should identify the highways or roads eligible for designation as official State or County Scenic Highways. The General Plan report (text) should formulate the local policies and standards for the local Scenic Highway Program".

Standards of this element for local scenic highways and roads are those for State routes, but with reasonable modifications of design standards appropriate to local traffic volume, terrain and environmental conditions.

#### D. PLAN ELEMENT PROPOSALS

Proposals of this plan element are as follows:

1. That the State Master Plan of eligible scenic highways be incorporated in this element plan as the basic scenic highway system for the planning area.

2. That the local area jurisdictions adopt supplementary local scenic routes as proposed herein and/or as meet local approval in later precise plan studies coordinated with this element.

3. That local jurisdictions consider early adoption and





application of necessary zoning and other measures to provide the local protection required for scenic route corridors.

4. That local jurisdictions act in coordination to request State assistance as necessary to implement required route studies.

5. That local jurisdictions work toward early compliance with standards as necessary for desired official designation of reasonably extensive (inter-county, etc.) segments of the total area scenic highway system on a mutually agreeable priority basis.

## VI. SCENIC ROUTE STATUS IN PLANNING AREA

### A. STATE HIGHWAYS, ELIGIBLE ROUTES

State Highway routes in the County and Planning Area which are eligible for scenic highway designation are:

1. State Highway Route 20, from the Lake County line westerly to Ukiah, northerly in combination with U.S. 101 to Willits, and westerly to State Route 1 at Fort Bragg.

This route passes Clear Lake and Blue Lakes in Lake County, Lake Mendocino and scenic exposures of the Russian River and redwoods country to Willits, and spectacular mountain redwood areas to Fort Bragg.

2. State Highway Route 1, extending along the world-famous Mendocino Coast from the southerly County boundary, through numerous attractive towns to Fort Bragg and on north to Rockport. This route gives access to several of the finest State Parks and other recreational and historical sites on the North Coast.



3. State Highway 208 and U.S. 101, being the northerly extension of the Highway 1 route through mountain redwood country to the Humboldt County boundary.

B. LOCAL HIGHWAYS, ELIGIBLE ROUTES

As stated above, local streets, roads and highways which are eligible for scenic highway designation are those identified as scenic routes in adopted City and County General Plans.

To this date, no local County or City routes have become eligible for scenic highway designation because none have been proposed as such in adopted General Plans.

C. STATE SCENIC HIGHWAYS, DESIGNATED ROUTES

Designated routes are those which have been declared eligible by State legislative action, which have been identified in adopted local General Plans, which have been found to meet State standards, and which have been posted with the scenic highway "poppy" signs.

To this date, no State Highways in the planning area have been so designated.

D. LOCAL SCENIC HIGHWAYS, DESIGNATED ROUTES

Designated routes are those which have been identified as scenic highways in adopted local General Plans, have been found to meet State and local standards, and have been posted with scenic highway "poppy" signs.

To this date, no local routes have been so designated.

VII. SCENIC ROUTE PROPOSALS

A. PROPOSED ADDITIONAL STATE ROUTES

It is proposed that U.S. Highway 101 from Willits to



Leggett, and State Route 162 from Longvale to the easterly County boundary be considered for addition to the State plan to complete an integrated system of scenic highways in the North County area, and to coordinate with the Glenn and Tehama County General Plans.

B. PROPOSED LOCAL SCENIC ROUTES

The following local streets, roads and highways are identified as local eligible scenic routes in this plan element:

1. County Routes:

a.

b.

c.

2. City Routes:

a.

b.

c.





## VIII. IMPLEMENTATION OF THE ELEMENT

### A. IMPLEMENTATION PROCEDURES

Protection of the Scenic Highway "Corridor" is the responsibility of the local jurisdiction, City or County, and such protection is largely a matter of applying appropriate land use regulation in the form of zoning within corridor areas.

Objectives of the element and its implementation program are to initiate a Scenic Highways designation schedule for the Planning Area through cooperative action, and to proceed as follows:

1. Adopt the Scenic Highways Element at the individual city and county levels.
2. Coordinate individual local requests to the State Division of Highways for corridor studies which will establish State route corridor boundaries, and for local route standards acceptable to the State.
3. Prepare and adopt zoning provisions at the individual local levels which will provide the land use and development controls necessary to meet State and local Scenic Highways standards, such zoning provisions to be standardized to reasonable extents within the planning area.
4. Initiate coordinated local programs to progressively rezone as necessary within corridor areas in accordance with agreed route priorities.

### B. IMPLEMENTATION MEASURES

Implementation of the scenic highways element is geared



almost entirely to the zoning along the scenic corridors, as existing and meeting or failing to meet required protective standards, or as proposed to be changed to meet such standards.

1. Existing Zoning Which Meets Standards, in most cases, is that which restricts uses to open space, agriculture, forestry, recreation, low-density residential, etc.

2. Zoning Not Meeting Standards, in most cases, is that which permits general outdoor advertising, junk yards, industrial and commercial uses with minimal controls, etc.

3. Zoning Which May Assist In Meeting Standards, and which may also deserve consideration at local levels for meeting requirements for zoning consistency with General Plans and other purposes, is proposed in the form of possible zoning ordinance additions substantially as set forth below.

One or more of the following, in the same or similar form, are effective in the City and the County.

#### Proposed Protective Zoning Provisions

(a) Chapter \_\_\_\_\_. "S-C" SCENIC CORRIDOR COMBINING DISTRICT

Art. 1: This district classification is intended to be applied to land areas which are adjacent to roads and highways which are classified as Scenic Highways, or which are proposed as such on the General Plan, and which require the particular protection provided by this Chapter to preserve their scenic qualities and the public interest therein.

Art. 2: SPECIAL "S-C" DISTRICT REGULATIONS:

Sec. 2.1.: In any district with which the "S-C" district classification is combined, the regulations of the basic district shall apply, except that a Use Permit shall be required for all uses other than permitted single-family and agricultural uses, and public utility distribution lines.

Sec. 2.2: In considering Use Permit applications as provided in this section, the Planning Commission shall relate such



applications to design standards for scenic highways prepared by the Division of Highways, to any precise plan or special standards adopted for any particular scenic highway or portion thereof, and to the particular scenic or esthetic conditions which may be affected by the proposed use.

Sec. 2.3: Any "S-C" district shall be deemed to extend 200 feet from the road or highway it adjoins unless otherwise defined by zone map or description.

(b) Chapter \_\_\_\_\_. "O-S" OPEN SPACE DISTRICTS

Art. 1: This district classification is intended to be applied to properties which are found most properly to be preserved in a natural state and/or to provide open space buffer areas in which uses are restricted to recreational, conservation or light agricultural types, and including accessory and public service uses.

The following specific regulations shall apply in all "O-S" Districts.

Art. 2: USES PERMITTED

Sec. 2.1: Measures to promote conservation of soil, water and vegetation and to reduce fire and erosion hazards.

Sec. 2.2: Fire trails, riding and hiking trails.

Sec. 2.3: Public and private non-profit riding stables, parks, golf courses, tennis and swimming clubs, picnic sites.

Sec. 2.4: Crop and tree farming, grazing.

Sec. 2.5: Non-commercial boat launching and docking facilities.

Sec. 2.6: Public utility transmission and distribution lines, provided that the route of any proposed transmission line is discussed in detail with the Planning Commission prior to acquisition of right of way.

Sec. 2.7: Uses which the Planning Commission determines, by written findings, are similar to the above.

Art. 3: USES REQUIRING USE PERMITS

Sec. 3.1: Farm dwellings, mobilehomes, or travel trailers on parcels of 20 acres or more.

Sec. 3.2: Living quarters for caretakers or watchmen.





(c) Chapter \_\_\_\_\_. "P-A" PUBLIC AGENCY DISTRICTS

Art. 1: This district classification is intended to be applied to properties which are properly used for, or are proposed to be used for public or public service purposes, or for specified public utility purposes.

The following specific regulations shall apply in all "P-A" Districts.

Art. 2: USES PERMITTED

Sec. 2.1: Public schools, parks and recreation areas, fair grounds, civic centers and similar sites and uses, public forest and reservoir areas, historical sites and monuments.

Sec. 2.2: Public utility facilities for local service.

Sec. 2.3: Sites and uses which the Planning Commission determines by written findings are similar to the above.

Sec. 2.4: Uses and structures which are incidental or accessory to permitted uses.

Art. 3: USES REQUIRING USE PERMITS

Sec. 3.1: Public or non-profit cemeteries and similar uses.

Sec. 3.2: Public or non-profit refuse disposal areas, corporation yards, sewage treatment facilities.

Art. 4: PERMITTED PUBLIC UTILITY USES

Sec. 4.1: When the letter symbol "-U" is added to the "P-A" symbol to create "Public Agency-Utility District", the following uses shall be permitted in such districts:

Sec. 4.2: Public utility warehouse and storage yards, pole yards, gas holders, substations, electric generating plants and transmission and distribution lines, provided that the route of any transmission line is discussed in detail with the Planning Commission prior to acquisition of right of way therefor.

Sec. 4.3: Public utility uses which the Planning Commission determines by written findings to be similar to the foregoing.

(d) Chapter \_\_\_\_\_. "PD", PLANNED DEVELOPMENT DISTRICTS

Art. 1: PURPOSE: This district classification is intended to be applied to lands which are found to require or justify particular care in development, and are suitable for the proposed planned development for which comprehensive plans have been, or will be required to be, submitted and approved.



Art. 2: PROCEDURE: Establishment of a "PD-"I" (Interim) zone may be initiated by the Planning Commission in anticipation of the following required procedures. Application for a "PD" zone may be made by written request of owners of property to be contained therein, and shall include application for a use permit for all proposed developments within the zone. Such rezoning and use permit applications shall be considered and acted upon concurrently as one combined request, except as follows:

Sec. 2.1: The "PD" zone may be established on the basis of an approved Master Plan of proposed development, in which case construction of developments may proceed as use permit applications for unit construction, conforming substantially to the approved Master Plan, are submitted and approved.

Sec. 2.2: Application for minor revisions in approved Master Plans, and use permits, may be approved by the Planning Commission. When a "PD" zone has been established, it shall be designated on the appropriate official Zoning Map by the symbol "PD", followed by an identifying serial number.

Sec. 2.3: A particular defined portion of a "PD" zone which has been designated on the approved Master Plan for commercial use may be identified by the "C" commercial zone symbol in combination with the "PD" symbol on the appropriate Zoning Map, and when so identified shall constitute a commercial zone subject to use permit restrictions.

Art. 3: CONTENTS OF APPLICATION: Such application for a "PD" zone and use permit shall include the following:

Sec. 3.1: Topography of the land and contour intervals as required by the Planning Commission.

Sec. 3.2: Proposed access, traffic and pedestrian ways, easements and lot design.

Sec. 3.3: Areas proposed to be dedicated or reserved for parks, parkways, playgrounds, school sites, public or quasi-public buildings and other such uses.

Sec. 3.4: Areas proposed for commercial uses, off-street parking, multiple and single family dwellings, and all other uses proposed to be established within the zone.

Sec. 3.5: Proposed locations of buildings on the land, including all dimensions necessary to indicate size of structure, setbacks and yard areas.

Sec. 3.6: Proposed landscaping, fencing and dcreening.

Sec. 3.7: The Planning Commission may require detailed elevations; construction, improvement, utility and drainage plans;



and any other information it deems necessary to adequately consider the proposed development.

Art. 4: PRINCIPAL PERMITTED USES: Any use or combination of uses which are so arranged and/or designed as to result in a fully acceptable overall development.

Art. 5: HEIGHT, AREA, LOT AND YARD REQUIREMENTS: All uses shall conform to the height, area, lot and yard regulations normally required for such uses except where the total development will be improved by a deviation from these standards. In all cases each structure must conform to the precise development plan which is a part of the approved use permit.

Art. 6: OTHER REQUIRED CONDITIONS: The Planning Commission may apply additional conditions to the granting of the required use permit to insure compliance with the intent and purpose of this Article.

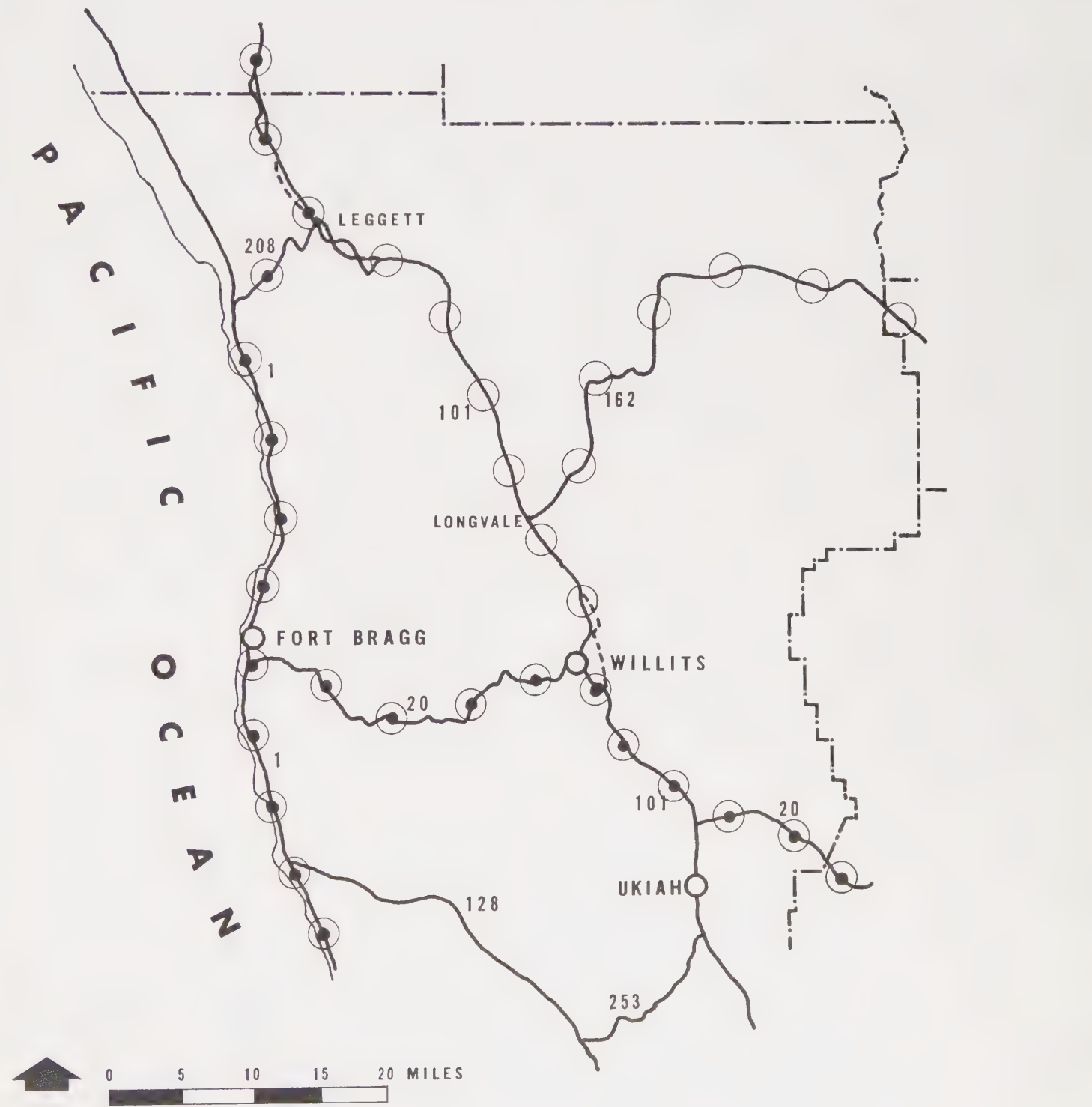




# GENERAL PLAN ELEMENT - SCENIC HIGHWAYS

## LEGEND

	STATE MASTER PLAN	LOCAL GENERAL PLAN
EXISTING ELIGIBLE ROUTES:		
PROPOSED ELIGIBLE ROUTES:		
OFFICIAL DESIGNATED ROUTES:		





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## CITY OF WILLITS - GENERAL PLAN - HOUSING ELEMENT

### I. INTRODUCTION

The County of Mendocino prepared and adopted a comprehensive Initial Housing Element of the County General Plan in 1970.

Willits and the other Cities in the County were included in the County plan, and each of the Cities endorsed the plan to give it status as a plan with comprehensive County-wide coverage.

This Housing element of the Willits General Plan is designed to retain the comprehensive character of the County plan, to add broad up-dated information to it, and to include additional data pertinent to the City of Willits.

For the above reasons, the County plan is hereby referred to as a basic plan document, and much of the factual data contained herein is adaptable as up-dated material for use with that plan.

Coverage of the County and all Cities in the data tables of this element also provides a basis for comparison of population and housing conditions in the various separated population centers of the County.

Format of the element is such that desirable periodic review and revision of the plan and its contents will be relatively simple. The plan was developed in conformity with the "General Plan Guidelines", prepared by the California Council On Intergovernmental Relations, and it is anticipated that the plan will be reviewed annually.





## II. DESCRIPTION OF THE HOUSING AREA

Willits is located in the south-westerly portion of Little Lake Valley, a twenty-five square mile valley in approximately the geographic center of Mendocino County. Mountains surrounding the valley drain through the valley northerly into the South Fork of the Eel River.

The City, at an elevation of 1,380 feet, enjoys a favorable climate with warm summers and cool, rainy winters. It is about thirty miles north of the County seat at Ukiah, and forty miles east of Fort Bragg on the Pacific Ocean.

Main transportation facilities are State Highway Route 101, The Redwood Highway, which runs through the city, and extends from Mexico to Canada, and Route 20 which runs westerly to Fort Bragg; the Northwestern Pacific Railroad, which runs from the San Francisco area through the city to Eureka, and the Willits General aviation airport.

Willits is a regional trading center, serving a large surrounding agricultural and timber production region, and substantial tourist and recreational traffic. Basic natural and economic resources are scenic beauty, timber, and agricultural crop and grazing lands. Timber processing and tourist trade services are primary employment and payroll sources.

The area is subject to population and economic fluctuations related to the timber and agricultural market conditions, and to general economic factors affecting, incomes, travel, and tourist volumes.

Living conditions are favorable, public services and facilities are of good quality, and the area is attractive to permanent residents as well as to tourists and recreation home owners.



### III. AUTHORITY FOR HOUSING ELEMENT

California Government Code Section 65302(c) requires that all California counties and cities prepare and adopt a housing element. The section reads as follows, under the heading of elements required:

"A housing element, to be developed pursuant to regulations established under Section 37041 of the Health and Safety Code, consisting of standards and plans for the improvement of housing and for provision of adequate sites for housing. This element of the plan shall make adequate provision for the housing needs of all economic segments of the community."

### IV. ELEMENT SCOPE AND NATURE, GOALS

A. To promote and attempt to insure adequate housing for all persons within the community.

B. To promote and attempt to insure variety of housing selection by location, type, price, and tenure.

C. To promote and attempt to insure open and free choice of housing for all.

D. To serve as a guide for local decisions affecting the quality of the housing stock and inventory.

### V. HOUSING PROBLEMS

The following items, in many cases, make reference to data contained in the Appendix Tables, which data is factual and may not constitute problems in all cases.

#### A. Inventory of Existing Housing Units

Details of existing housing are shown in Appendix Tables on following pages, and as follows:



<u>Housing Information, Existing Units</u>	<u>Table No.</u>
(1) Total number of units, occupancy, availability.	5
(2) Plumbing facilities, source of water, sewage disposal, rooms in unit, units in structure, mobilehomes.	6
(3) Age of structures, heating facilities, persons per unit, persons per room.	7
(4) Years of occupancy, value of structures, gross rent.	8
(5) Public facilities.	9

In the City of Willits public facilities and services include water and sewer systems, fire and police services, good public schools, parks, etc. Densities are low, averaging about four or five families per acre.

In surrounding suburban and rural areas fewer facilities and services are available, but density is very low and standard codes and sanitation regulations apply.

#### B. Inventory of Potential Housing Units

(1) Rehabilitation: Due to periodic housing shortages, most older structures have either been brought into Code conformity or have been demolished per Code regulations. There is little remaining inventory in structures suitable for rehabilitation.

(2) Special Projects: There are no special funded projects, other than convential FHA 235 and 236 types, which will add housing stock.

(3) Housing Authority: There are no Housing Authority projects existing, and financial feasibility of such in the future is doubtful.





(4) Redevelopment Agency: No agency, projects, or prospects.

C. Inventory of Existing Housing Sites

(1) Vacant Land: About eighty vacant subdivision lots, with services, utilities and improvements installed or available, existed in the City in the summer of 1974. Vacant acreage in and adjacent to the City, and suitable for residential development, exists and presents no problem of future housing sites. Annexation and extension of City services is anticipated as need develops.

Several thousand residential lots are available in the Brooktrails subdivision a few miles from Willits. These are in a beautiful natural setting, are attractive as seasonal recreation, second home, or retirement sites, and present total cost problems for the average area purchaser.

(2) Public Facilities: At the expected slow rate of population growth and need for housing, it appears that water, sewer, and other public facilities may be made available to new housing areas which will be reasonably close to employment, shopping, schools, etc.

(3) Redevelopment: No lands for housing are expected to be made available through redevelopment projects.

(4) Environmental Considerations: The beautiful natural forested mountains and creek canyons surrounding the Willits and Little Lake Valley areas are rather well protected from urban development by steep terrain and development cost factors. Logical direction of expansion is onto level valley floor lands adjacent to the City, replacing low production or unused agricultural lands.



Seismic and other natural hazards are low, noise pollution is moderate, and air quality is good in these areas. The anticipated population increase is not expected to produce substantial adverse effects upon the environment.

## VI. POPULATION CHARACTERISTICS

Detailed population characteristics are shown in Appendix tables which follow, and as follows:

<u>Population Characteristics</u>	<u>Table No.</u>
(1) Total population and trends, number of households, persons per household, age groups, race groups.	1
(2) Population changes from 1940 through 1970 for County and Cities, for census divisions from 1960 through 1970, and growth projections for County from 1970 through 2000.	2
(3) Employment, labor force and occupations.	3
(4) Family income, place of employment.	4

A brief summary of the above shows, from 1960 to 1970:

- (1) Population of the County increased less than 1%, population of Ukiah increased by 2%, Fort Bragg by 0.5%, population of Willits decreased by 9.3%.
- (2) For the County and all Cities, from 1950 through 1970: percentage of population under 18 years is decreasing, percentage from age 18 to 64 is increasing slightly, percentage 65 and older is increasing, with highest percentage increase in Willits.
- (3) As the number of households has increased, the number of persons per household has decreased. Average persons per household in 1970: State 2.95, County 2.94, Willits 2.88.



- (4) Population growth projections for the County to the year 2000 anticipate an increase of about 8% for each 5 year period.
- (5) Unemployment in 1960 and 1970 was relatively high in the County, about 7% to 10%, and about 5% to 7% in Willits.
- (6) Although the County average family income is lower than State and National averages, Willits figure is slightly higher than County.
- (7) Non-white population is about 3.8% of the total.

#### VII. HOUSING NEEDS

Housing needs in Willits and its housing area are now and in the future:

- (1) New low-cost rental units in the urban area.
- (2) New low-cost purchase units, same area.
- (3) Medium-cost rental and purchase units, same area.

The number of units needed per year must be related to the fluctuating population and economic conditions from year to year, and may be roughly related to long term growth projections of 5% to 10% per five year periods.

#### VIII. OBSTACLES TO MEETING NEEDS

##### A. Political

There are no political obstacles to construction of new housing; no voter approval is required; local government is cooperative; schools and other local facilities can absorb moderate additional requirements; real estate and building industry are willing and anxious; and there is no local discrimination as to race, sex, family size or economic status of new population.





#### B. Economic

Economic factors constitute the almost insurmountable obstacles to needed new housing. Land costs and taxes are relatively high in relation to needy family income; allocation of State and Federal funds is practically nil; risk vs. return on capital is high; seed money is very scarce; increasing construction costs and current interest rates very nearly preclude low-cost housing construction, and discourage moderate-cost unit construction except in multiple unit structures.

#### C. Employment

Places of employment are located in and near Willits, and travel distance is no adverse factor if housing in the area is available. Much of the employment is in the timber harvesting and processing industry in which many jobs are seasonal and subject to market conditions.

#### D. Institutional, Governmental

There is local developer interest in housing construction; permit processing time is speedy, codes are modern and reasonable and zoning is favorable; unions are cooperative.

#### E. Physical

Lands for new housing, and public services to such lands, are available.

### IX. INTERGOVERNMENTAL COORDINATION

(1) This housing element was prepared by the Willits Planning Commission for adoption by the City Council in conformity with provisions of law.

(2) The element encompasses the City and its planning area, and



relates closely to and constitutes a unit of the County element.

- (3) Because of topographic features and distances between Cities in Mendocino County, each City area element is substantially a separate and independant element, but is still closely related to the others for comparison purposes.

#### X. INTERAGENCY COORDINATION

Plans of those local public and quasi-public bodies, and of State and Federal agencies which have local impact, have been coordinated in this element so far as such plans and their impact are known.

#### XI. CITIZEN PARTICIPATION

The Willits community and the City government are in full accord with respect to the need for adequate housing for all people in the community, and in the desire to provide such housing.

Public assistance and comment is a vital part of the hearing process at Planning Commission and City Council levels.

#### XII. RELATIONSHIP TO OTHER PLAN ELEMENTS

The City of Willits has developed all required General Plan elements in a coordinated planning program which insured compatibility among all such elements.

#### XIII. THE HOUSING PROGRAM

The housing program consists of a program to accomplish the GOALS of this element (Section IV), through attempts to overcome the OBSTACLES (Section VIII).

It is a discouraging fact that there are no real obstacles



except those of high to prohibitive costs for land, services, construction and interest on loan funds, and no real relief in the form of public assistance programs.

The housing program is as follows:

- (1) The public and public groups, the City administration, and the construction industry will cooperate fully in all reasonable attempts to stimulate activity in low and moderate cost housing construction.
- (2) The public agencies will explore possibilities for, and feasibility of, State and Federal public housing programs through a Housing Authority or other appropriate agency.
- (3) The housing industry will be informed of, and be encouraged to utilize public assistance programs for financing, purchase, and rental, of private enterprise housing construction.
- (4) A time frame for reaching future objectives will be developed at such time as the above three program items have produced a base for projections.

#### XIV. REVIEW AND UPDATE

Records of City and County Building Inspection Departments will be used to develop current new housing construction and demolition data for updating purposes on an annual basis.

Such data combined with that in the Appendix Tables herein will also be utilized for general planning and public information purposes.

Citizen advisory groups will be invited to assist in an annual review of the element, and in a biennial review and update process to result in formal revision or amendment of the element.





It is recommended that this element, and biennial updates thereof, be submitted to the State Department of Housing and Community Development for review and comment, and for integration into the State housing element.



APPENDIX, Population and Housing CharacteristicsTable No.

Population, 1960 and 1970 census; total, race, age groups, households, persons per household. . . . .	1.
Population 1940-1970 county and cities, 1960-1970 census divisions, county projections to 2000. . . . .	2.
Employment, labor force, occupations, 1960-1970 . . . . .	3.
Family income ranges and median, place of work. . . . .	4.
Housing units: total, occupied, available for sale or rent, vacant. New units 1970-1974. . . . .	5.
Housing: plumbing facilities, water source, sewage disposal, rooms per unit, units per structure, mobilehomes. . . . .	6.
Housing: age of structures, heating facilities, owner and renter occupancy, persons per room. . . . .	7.
Housing: term of occupancy by owner, renter; value of structure, ranges; rental ranges. . . . .	8.
Public Services and Facilities, Water and Sewer. . . . .	9.
Residential Building Permits, Mobilehomes, Residential Permit Values. . . . .	10.



# POPULATION CHARACTERISTICS, 1960 and 1970 Census

*Population Data	County		Ukiah		Fort Bragg		Willits	
	1960	1970	1960	1970	1960	1970	1960	1970
Total population, 1960	51,059	51,101	9,990	10,095	4,433	4,455	3,410	3,091
% Increase-1950 to 60 to 70	25.0%	0.08%	61.8%	2.0%	15.9%	0.5%	26.7%	-9.3%
Percent nonwhite	3.4%	4.2%	2.3%	3.3%	1.4%	1.2%	0.9%	3.8%
Number nonwhite	1,741	2,140	210	335	64	53	31	119
Negro	201	291	20	45	0	0	1	0
Indian	1,215	1,433	...	213	...	25	...	95
Japanese	65	80	...	13	...	2	...	2
Chinese	138	99	...	50	...	7	...	12
Filipino	73	66	...	8	...	0	...	0
Other races	49	171	...	6	...	19	...	10
% Under 18 Yrs.	36.4%	33.3%	37.6%	34.1%	34.4%	31.4%	38.9%	34.4%
% 18 to 64 Yrs.	53.6%	55.6%	53.3%	54.6%	52.5%	54.9%	52.9%	53.4%
% 65 Yrs. and over	10.0%	11.1%	9.1%	11.3%	13.3%	13.7%	8.2%	12.2%
% Males married, 14 Yrs. +	63.3%	66.4%	71.0%	70.7%	70.1%	...	70.5%	...
% Females " " " "	71.8%	66.3%	69.0%	62.8%	70.5%	...	71.1%	...
Households, number	14,952	18,346	3,113	3,593	1,558	1,781	1,072	1,134
% Increase, 1960 to 1970		22.7%		13.7%		14.3%		5.8%
Population per household	3.19	2.94	3.06	2.88	2.84	2.66	3.18	2.88
Population in group quarters	3,369	2,499	382	311	5	26	4	14
% in group quarters	6.6%	4.9%	3.9%	3.1%	0.1%	0.6%	0.1%	0.5%
Inmate of institution	3,010	1,890						

*Population Data, State	1960	1970
Total population	15,717,204	19,943,134
% Increase from last census	48.5%	21.2%
% nonwhite	8.0%	11.0%
Persons per household	3.05	2.95





POPULATION, County and Cities 1940 to 1970

	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>
Total County	27,864	40,354	51,059	51,101
Ukiah	3,731	6,120	9,900	10,095
Fort Bragg	3,235	3,826	4,433	4,455
Willits	1,625	2,691	3,410	3,091

<u>Census Division</u>	<u>Population</u>		<u>Census Division</u>	<u>Population</u>	
	1960	1970		1960	1970
Covelo	1,540	1,504	Mendocino-Anderson	5,947	5,623
Fort Bragg	7,019	7,796	Point Arena	2,725	2,458
Hopland	1,643	1,501	Redwood-Potter	4,632	5,922
Laytonville-Leggett	3,554	2,615	Ukiah	9,900	10,095
Willits	6,361	6,145	Ukiah Rural-Talmage	7,738	7,442

\*Growth Projections of County 1970 to 2000

	<u>Year</u>	<u>Population</u>	<u>% Increase</u>
July	1970	51,300	7.2%
"	1975	55,000	7.2%
"	1980	59,200	7.6%
"	1985	64,300	8.6%
"	1990	68,800	7.0%
"	1995	73,500	6.8%
"	2000	78,700	7.1%

\*Source: California Statewide Housing Element Phase I,  
Department of Housing & Community Development.



POPULATION CHARACTERISTICS - Employment, 1960 and 1970 Census

	County		Ukiah		Fort Bragg		Willits	
	1960	1970	1960	1970	1960	1970	1960	1970
Employment Status								
Male, 14 yrs. & over	18,353	17,979	3,400	3,260	1,596	1,545	1,175	1,059
Labor Force	*13,149	12,237	2,616	2,323	1,202	1,141	977	760
Civilian Labor Force	12,977	12,043	2,608	2,313	1,195	1,121	977	760
Employed	11,775	11,076	2,366	2,142	1,138	1,019	907	723
Unemployed	1,202	973	242	171	57	102	70	37
Not in Labor Force	5,204	5,742	784	937	394	404	198	299
Female, 14 Yrs. & over	17,492	18,134	3,578	3,786	1,613	1,665	1,159	1,078
Labor Force	4,592	8,589	1,267	1,673	470	615	348	402
Civilian Labor Force	4,592	6,589	1,267	1,673	470	615	348	402
Employed	4,438	6,163	1,209	1,593	431	553	330	354
Unemployed	244	426	58	80	39	62	18	48
Not in Labor Force	12,900	11,545	2,236	2,113	1,143	1,050	811	676
Occupation								
Male, Employed	11,775	11,070	2,366	2,142	1,138	1,019	907	723
Professional-Tech.-Kin. Wkrs.	948	1,332	326	324	83	59	63	75
Farmers & Farm Managers	562	306	24	19	11	0	12	0
Mgr's-Offs-Prop'r's-Except Farm	1,246	1,229	369	299	67	130	146	103
Clerical & Kindred Workers	379	458	110	116	38	57	32	20
Sales Workers	538	446	202	146	60	22	42	26
Craftsmen-Foremen_Kin. Wkrs.	2,155	2,212	420	400	236	262	146	146
Operatives-Kindred Workers	2,602	2,201	425	430	279	222	196	200
Private Household Workers	17	0	8	0	0	0	0	0
Service Wkrs-except Pri. H.H.	684	984	168	229	85	81	51	27
Farm Laborers-Foremen	446	424	49	18	3	3	..	6
Laborers-except farm & mine	1,705	1,650	196	178	250	230	132	137
Occupation not reported	493	0	69	0	26	0	87	0
Female, Employed	4,348	6,163	1,209	1,593	431	553	330	354
Professiona-Tech.-Kin. Wkrs.	915	954	275	350	57	50	51	28
Farmers & Farm Managers	37	15	...	0	...	...	...	...
Mgr's-Offs.-Prop'r's-except farm	285	414	63	81	17	37	22	24
Clerical & kindred workers	1,193	1,859	390	565	102	122	95	110
Sales workers	377	418	117	134	37	35	39	25
Craftsmen-Foremen-Kindred Wkrs.	35	145	4	23	...	...	...	...
Service Workers except Househld.	...	1,583	...	326	...	188	...	79
Private household workers	195	202	40	44	18	35	15	11
Other occupations	224	172	72	17	9	47	34	17



POPULATION CHARACTERISTICS - Income, 1960 and 1970 Census

	<u>County</u>		<u>Ukiah</u>		<u>Fort Bragg</u>		<u>Willits</u>	
	1960	1970	1960	1970	1960	1970	1960	1970
Family Income:								
All Families	12,684	13,179	1,479	2,583	1,240	1,233	881	852
Under \$1000	546	366	107	42	30	33	30	26
\$1,000 to \$1,999	823	487	152	43	118	61	29	18
\$2,000 to \$2,999	864	696	122	112	96	30	69	72
\$3,000 to \$3,999	1,160	759	183	161	105	65	75	39
\$4,000 to \$4,999	1,509	816	227	113	145	74	65	46
\$5,000 to \$5,999	1,794	780	319	139	202	111	117	41
\$6,000 to \$6,999	1,639	792	377	88	136	100	102	60
\$7,000 to \$7,999	1,085	985	259	156	117	150	92	23
\$8,000 to \$8,999	928	1,047	208	211	95	127	93	65
\$9,000 to \$9,999	620	872	152	207	49	73	64	74
\$10,000 to \$14,999	1,229	3,489	*461	824	*147	280	*145	226
\$15,000 to \$24,999	355	1,728	...	433	...	107	...	136
\$25,000 and over	132	362	...	54	...	22	...	26
Median Income: Families	\$5,803	\$8,868	\$6,460	\$10,092	\$5,624	\$7,950	\$6,544	\$9,486
Unrelated Individuals	\$1,724	\$2,332	...	\$ 2,589	...	\$2,396	...	\$2,143
Families & Unrelated inds.	\$5,178	\$5,800	\$5,681	\$ 8,271	\$4,892	\$6,333	\$5,700	\$7,026

\*\$10,000 and over (1960 Census)

Place of Work - 1960 and 1970 Census

All Workers	15,789	16,981
Worked in County of Res.	14,746	15,503
" Outside " " "	314	539
Place of Work not reported	729	939





# CENSUS OF HOUSING, 1960 and 1970 Census

Housing Data	County		Ukiah		Fort Bragg		Willits	
	1960	1970	1960	1970	1960	1970	1960	1970
Total No. Housing Units	17,556	18,914	3,358	3,539	1,772	1,781	1,174	1,138
Occupied No. of Units	14,952	16,538	...	3,397	...	1,665	...	1,068
Owner Occupied	9,189	10,512	1,893	2,093	947	1,016	646	601
White	9,039	10,301	1,877	2,059	943	1,009	643	592
Non-White	150	211	16	34	4	7	3	9
Renter Occupied	5,763	6,026	1,220	1,304	611	651	426	467
White	5,549	5,783	1,172	1,256	559	633	421	445
Non-White	241	243	48	48	12	7	5	22
Available Vacant	2,604	2,227	162	142	120	113	59	66
For Sale Only	176	100	31	24	14	24	8	8
For Rent Only	638	488	131	53	106	55	51	23
Other Vacant	*1,378	1,639	83	65	94	42	43	35

\*Awaiting occupancy (rented or sold) or held for occasional use or other reasons. (1960 Census)

## Housing Construction and Demolition: City of Willits, 1970 - 1974 (June 30)

	<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>Total</u>
Single family units	2	20	26	9	19	76
Multi-units			15		16	31
Demolitions	<u>4</u>	<u>5</u>	<u>4</u>	<u>1</u>	<u>3</u>	<u>17</u>
Total:	-2	15	37	8	32 =	90



## CENSUS OF HOUSING, 1960 and 1970 Census (continued)

	County		Ukiah		Fort Bragg		Willits	
	1960	1970	1960	1970	1960	1970	1960	1970
Toilet Facilities								
Flush Toilet, Exclusive	16,060	18,303	3,261	3,512	1,664	1,733	1,152	1,120
" " , Shared	179	105	71	12	30	40	13	14
Other or None	1,317	357	26	15	78	8	9	0
Bathtub or Shower Excl.	16,027	18,292	3,248	3,506	1,641	1,716	1,149	1,115
" " " Shared	192	118	71	12	36	40	15	15
No Bathtub or Shower	1,337	355	39	21	95	25	10	4
Source of Water								
Public System or Private Co	...	10,353	3,346	3,527	1,537	1,693	1,158	1,118
Individual Well	...	6,592	7	12	235	88	0	0
Other	...	1,833	5	0	0	0	16	0
Sewage Disposal								
Public Sewer	...	8,215	3,292	3,516	1,515	1,615	1,135	1,100
Septic Tank or Cesspool	...	10,145	55	23	231	166	29	18
Other or None	...	418	11	0	26	0	10	0
Rooms								
1 room	609	484	120	83	79	45	43	39
2 room	1,349	1,115	204	168	165	118	75	70
3 room	2,824	2,442	468	419	316	227	168	112
4 room	4,748	5,259	781	860	490	512	311	315
5 room	4,627	5,043	1,092	1,106	378	466	404	336
6 or more rooms	546	508	82	102	54	53	22	31
Median:								
All units	4.3	4.5	4.6	4.7	4.2	4.5	4.5	4.6
Owner Occupied	4.8	4.9	5.0	5.1	4.7	4.9	4.8	5.0
Renter Occupied	4.0	4.1	3.9	3.9	3.7	3.8	3.9	4.0
Units in Structure								
1 unit	16,164	15,563	*2,982	2,965	*1,677	1,488	*1,074	894
2 unit	258	408	143	93	24	68	22	54
3 & 4 units	240	398	86	108	26	79	36	11
5 or more units	321	816	147	256	45	121	42	11
Trailer or Mobilehome	573	1,580	...	...	...	...	...	...
*Including Trailers (1960 Census)								



CENSUS of HOUSING, 1960 and 1970 Census (continued)

<u>Year Structure Built</u>	<u>County</u>		<u>Ukiah</u>		<u>Fort Bragg</u>		<u>Willits</u>	
1969 to March 1970	596		70		15		27	
1965 to 1968	1,826		257		92		50	
1960 to 1964	1,770		195		86		57	
1950 to 1959	5,141		1,131		285		330	
1940 to 1949	3,231		779		248		223	
1939 or earlier	6,201		1,107		1,055		439	
Basement	963		275		...		...	
Concrete Slab	2,767		930		...		...	
Other	13,826		2,334		...		...	
Heating	<u>1960</u>	<u>1970</u>	<u>1960</u>	<u>1970</u>	<u>1960</u>	<u>1970</u>	<u>1960</u>	<u>1970</u>
Steam or Hot Water	117	101	57	17	8	0	12	10
Warm Air Furnace	729	2,745	280	857	112	152	44	76
Floor, Wall or Pipeless	1,795	1,479	1,701	641	*461	150	*414	70
Built-in Electric	3,321	4,455	...	1,036	...	504	...	382
Other means with flue	10,613	3,055	1,182	576	1,056	229	616	285
Other means without flue	857	666	130	81	110	82	88	46
Fireplace, stove or portable	...	6,174	...	331	...	641	...	257
None	124	90	8	0	25	21	...	0
Population in Units	48,719	48,597	9,518	9,784	4,428	4,429	3,406	3,077
Per Occupied Unit	3.3	2.9	3.0	2.9	2.8	2.7	3.2	2.9
Owner	3.2	2.9	3.2	3.0	2.9	2.7	3.3	2.9
Renter	3.3	2.9	2.9	2.6	2.8	2.6	3.0	2.8
All Occupied Units	14,952	16,538	3,113	3,397	1,558	1,667	1,072	1,068
Persons per room								
1.00 or Less	12,780	15,103	2,814	3,170	1,393	1,548	925	968
1.01 or More	2,172	1,435	299	227	165	119	147	100

\*Built-in Room Units (1960 Census)





Census of Housing, 1960 and 1970 (continued)

Year moved into Unit	<u>County</u>		<u>Ukiah</u>		<u>Fort Bragg</u>		<u>Willits</u>	
Owner Occupied	10,512		2,093		1,016		601	
1969 To March 1970	1,503		286		112		88	
1968 to 1969	799		140		61		72	
1965 to 1967	2,049		401		131		106	
1960 to 1964	2,099		412		188		116	
1950 to 1959	2,419		583		260		134	
1949 or earlier	1,643		271		264		85	
Renter Occupied	6,026		1,304		651		467	
1969 to March 1970	3,236		692		315		226	
1968 to 1969	877		181		137		88	
1965 to 1967	945		237		83		51	
1960 to 1964	528		103		71		40	
1950 to 1959	332		79		26		55	
1949 or Earlier	108		12		19		7	
Value	1960	1970	1960	1970	1960	1970	1960	1970
Owner Occupied	...	7,383	1,728	1,924	901	946	611	523
Less than \$5,000	...	159	41	13	147	28	80	16
\$5,000 to \$9,999	...	1,032	352	123	360	178	204	108
\$10,000 to \$14,999	...	1,760	787	570	261	255	239	178
\$15,000 to \$19,999	...	1,856	344	622	80	249	48	127
\$20,000 to \$24,999	...	1,187	110	293	42	113	24	53
\$25,000 or More	...	1,389	94	303	11	123	16	41
Median Dollars	...	\$16,700	13,000	16,900	9,200	15,000	10,500	13,900
Gross Rent								
Renter Occupied	...	5,301	1,220	1,295	611	651	426	467
Less than \$40.00	...	48	36	4	84	6	12	0
\$40 to \$59	...	314	174	59	126	80	67	16
\$60 to \$79	...	789	276	134	197	112	154	92
\$80 to \$99	...	1,082	374	296	84	158	108	68
\$100 to \$149	...	1,882	295	553	89	201	49	195
\$150 to \$199	...	523	...	171	...	32	...	56
\$200 or More	...	99	...	31	...	0	...	12
No Cash Rent	...	564	65	47	31	62	36	28
Median	...	\$ 103	\$ 84	\$ 110	\$ 71	\$ 93	\$ 75	\$ 110
Contract Rent								
Renter Occupied	...	5,301	1,155	1,302	580	651	390	466
Median	...	\$ 77	\$ 65	\$ 87	\$ 52	\$ 67	\$ 57	\$ 75



<u>City, or County Area</u>	<u>Type of District</u>	<u>Service</u>
Hopland	P.U.D.	Water
South Ukiah	Willow W.D.	Water
Ukiah Valley	Sewer District	Sewer
City of Ukiah	City	Water-Sewer
E.Ukiah-Regina Hts.-Talmage	Regina Water Co.	Water
North Ukiah (Millview)	County W.D.	Water
Calpella	County W.D.	Water-Sewer
Redwood Valley	County W.D.	Water (future)
City of Willits	City	Sewer
Willits and Area	P.G. & E.	Water
N.E. Willits (Little Lake)	County W.D.	Water (future)
Laytonville	County W.D.	Water
Covelo Area	County W.D.	Water (future)
Covelo, Town	Comm. S.D.	Sewer
Westport	3 Private Co's. Comm. S.D. (future)	Water Water (future)
City of Fort Bragg, Noyo	City	Water-Sewer
Fort Bragg Area	Municipal S.D.	Sewer
Mendocino, Town	Prop. County S.A.	Water-Sewer (future)
Elk	County Water Dist.	Water
City of Point Arena	City Private Water Co.	Sewer Water
Anchor Bay	County W.W.D. Private Company	Water Sewer
Gualala Area	Private Company	Water
Anderson Valley	Prop. Comm. S.D.	Water-Sewer (future)
Brooktrails	Rec. Resort Dist.	Water-Sewer
Irish Beach	Private Water Co.	Water
Caspar South	Subdivision	Water-Sewer
Miscellaneous subdivisions	Mutual Water Co's.	Water



RESIDENTIAL BUILDING PERMITS, MOBILEHOMESTABLE NO. 10.

## New Residential Construction, 1960 through 1969\*

		<u>No. Units</u>	<u>Total</u>
County:	One-family residences	1,848	
	Two-family residences	126	
	3-10 unit apartments	10	
	10-30 unit apartments	22	
	Over 30 unit apartments	31	2,300*
Ukiah:	One-family residences	234	
	Two-family residences	14	
	3-10 unit apartments	47	
	10-30 unit apartments	10	
	Over 30 unit apartments		400*
Fort Bragg:	One-family residences	124	
	Two-family residences		
	3-10 unit apartments	4	
	10-30 unit apartments	32	
	Over 30 unit apartments		160
Willits:	One-family residences		
	Two-family residences		
	3-10 unit apartments		
	Over 10 unit apartments		90*
Point Arena:	Included in County totals.		
TOTAL, County and Cities, new units	1960-1969		2,950*
County and Cities Demolitions	1960-1969		200*
Net new construction units	1960-1969		2,750*
MOBILEHOMES, County Total	1960: 573 1969: 3,394		
	Increase since 1960: (592%)		2,821
TOTAL, new units, -demolitions, +mobilehomes:			5,571*

\*ESTIMATES for full ten year period, from records of:  
 County from mid 1962, Ukiah from Nov. 1963, Willits 1969 only.

## Total New Residential Units in County, 1963 through 1969.

<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>
273	314	342	357	275	263	225

## Value of New Residential Units in County, 1967 through 1969.

1967: \$4,571,000      1968: \$4,302,000      1969: \$3,671,000

## Average Value of New Units in County, 1967 through 1969.

1967: \$16,600      1968: \$16,350      1969: \$16,300





RESIDENTIAL BUILDING PERMITS, VALUESTABLE 10 cont.

County:	Most new one-family residences	\$20,000-25,000
	Some new one-family residences	30,000-40,000
	Cabins, recreation or vacation	3,000- 5,000
	(Average value, approx.)	16,000-18,000
Ukiah:	Most new one-family residences	15,000-20,000
	Some new one-family residences	25,000-50,000
	New apartment units	10,000-13,000
	(From permit records, 1969)	
Fort Bragg:	New one-family residences, Ave.	\$13,000
	New apartment units, Ave.	8,000
	(From permit records, 10 years)	
Willits:	New one-family residences, Ave.	\$18,000
	New apartment units, Ave.	9,000
	(From permit records, 1969)	
Point Arena:	Included in County figures.	

NOTE: Numerous shacks and makeshift structures are occupied in remote mountain and coast areas. Most of these do not have safe water or sanitation facilities, and are constructed in violation of code regulations.



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I. AUTHORITY FOR CIRCULATION ELEMENT

California law requires that all counties and cities prepare and adopt General Plans, and including a Circulation element (Government Code Section 65302(b)), which section, under the heading of required elements, reads:

"A Circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities, all correlated with the land use element of the plan."

II. SCOPE AND NATURE OF THE ELEMENT

This General Plan element is designed to describe the Willits area with respect to circulation problems, to analyze its circulation facilities as to adequacy and future needs, to establish goals and a plan to accomplish them, and to present an effectuation program.

III. CIRCULATION PROBLEMS

A. Location, Terrain

Willits is located on the edge of a mountain valley, with all surface approaches through rough mountain terrain. Most of the City area is relatively level, and extends into foothills to the west and south. Several streams and creeks flow through the City and suburban areas, creating some flooding problems and requiring numerous bridge crossings.

B. Existing Circulation Facilities

(1) STATE HIGHWAYS: Two major State Highways intersect in Willits. These are U.S. Highway 101, extending north-south





from Southern California to Oregon, and carrying heavy volumes of through and local traffic, and State Route 20, extending from Sierra foothills to the Pacific Ocean, and carrying moderate through and local traffic volumes.

(2) RAILROADS: The Northwestern Pacific Railroad runs north-south from the San Francisco area through the center of Willits to Eureka. It provides valuable freight service to the area, and also presents grade crossing safety and delay problems. No passenger service is provided.

The California Western Railroad, running from Willits to Fort Bragg, operates a popular passenger excursion service on its "Skunk" trains. Its depot is in the center of Willits, with grade crossings and related problems.

(3) AIRPORT: The Willits airport, located several miles north of the City, offers good general aviation services, but no scheduled commercial operations.

(4) BUS SERVICE: Major line bus service is available in Willits, and along the State highway routes north, south, and west.

Limited private bus and taxi services are presently operated in the City and area.

(5) LOCAL STREETS and ROADS: Willits was originally laid out as a town with relatively small lots and narrow streets. During past years streets were added to the original pattern with too little regard for adequate width or alignment. In recent years City standards have required more acceptable standards, but much of the total street system consists of substandard right-of-way and improvements.



### C. Summary of Circulation Problems

(1) State highway approaches to Willits are restricted to mountain pass locations, and are mostly narrow two-land highways. Accidents, landslides, flooding, etc. may block traffic on these important through routes for long periods and cause dangerous situations because of the absence of by-pass or alternate routes.

(2) Construction of the planned U. S. 101 freeway will provide a solution to much of this problem, but construction may not start until about 1990.

(3) The railroads cut through the City in all directions, providing needed services, and serious grade crossing problems.

(4) The City is small and compact, with residences and employment, shopping, schools, parks, etc. in close proximity and encouraging the use of the private automobile. The City is too small to support local bus service. The private auto will remain the means of transportation for many years and an adequate street system must be provided for its safe and convenient use until public transportation may become feasible in the distant future.

(5) The present street system is deficient in alternate east-west and north-south through streets. The extension of needed routes is difficult because of railroad tracks, creek channels, narrow rights-of-way, and improvements in extension routes.

Numerous narrow rights-of way require improvements to ease local traffic movements and accommodate new land development



and increased traffic.

(6) Financing of needed circulation improvements is increasingly difficult because of the increasing need and costs, and the diminishing sources of Federal and State funds.

#### IV. GOALS FOR THE ELEMENT

Goals for the circulation element are to provide a plan for a circulation system which will, so far as possible, meet the needs of the community, and to establish standards, regulatory measures, and action programs to effectuate the plan.

#### V. THE CIRCULATION PLAN

The following circulation plan was developed in consideration of the deficiencies in the existing circulation facilities, topographical, financing and other problems, and the needs of the community for a safer and more convenient system to accomodate future growth and development.

##### A. Airport

The Willits airport is a new City circulation facility in a convenient location to serve the area, with planned improvements to meet needs for general aviation purposes with Federal and State financing assistance. It is a major facility of the element.

##### B. Railroads

Willits has grown around the railroads, and the railroads have run service tracks to serve industry in scattered locations. The result is a large number of street grade crossings over tracks, and the hazards and traffic delays resulting therefrom.

Changes in the railroad patterns are not feasible except that changing land use patterns may permit future abandonment of





some service trackage, and location of future industrial operations requiring rail service should be related to safety and community convenience considerations.

#### C. State Highways

Future route alignments for both U.S. 101 and State Route 20 have been adopted, and some portions of required rights-of-way have been acquired.

U.S. 101 is planned to be constructed as a freeway on a north-south alignment the full length of Little Lake Valley, and by-passing Willits a short distance to the east.

Interchange structures are planned to provide access to the City at East Hill Road, South Street (Future Route 20 extension), and Commercial Street.

State Route 20 will be extended along South Street and easterly to the interchange with U.S. 101, and should include an overcrossing over the Northwestern Pacific railroad.

Construction of these routes will provide much needed east-west and north-south through routes of high safety and traffic volume standards.

It is unfortunate that present funding estimates indicate that construction may not be expected until about 1990. Early purchase of rights-of-way and interim construction to expressway standards should be encouraged.

#### D. Local Streets

As indicated in preceding Section III, the existing street system has serious deficiencies. Needed relief will be provided by a progressive program of street extension and improvement, as follows:



(1) Utilize the "Select System" funding to make necessary interim improvements for public safety, and otherwise direct such funds to the following street improvements:

(2) Railroad Street: widen existing right-of-way to "Collector" standard, and to provide a through route from Commercial Street to a southerly connection with Shell Lane at or near Baechtel Road.

(3) Locust Street: extend from Bush Street on the north to Walnut Street on the south to "Collector" standards.

(4) Blosser Lane: improve to "Collector" standards, from State Route 20 to southerly City boundary.

#### E. Street Standards

The following are presented as desirable standards for the construction and reconstruction of local streets:

<u>Street Classification</u>	<u>Moving Lanes</u>	<u>Parking Lanes</u>	<u>Planting Sidewalk</u>	<u>Total R/W</u>
"Select" Arterial	4-12 ft.	8 ft.	8 to 12 ft.	80 to 88 ft.
"Select" Collector	2-12 ft.	8 ft.	8 to 12 ft.	56 to 64 ft.
Standard Subdivision	2-10 to 12 ft.	8 ft.	8 to 10 ft.	52 to 60 ft.
Minor Street (Min.)	2- 8 ft.	8 ft.	4 ft.	40 ft.

#### F. Other Circulation Facilities

This plan anticipates that through bus service will continue to serve Willits, with service improving as need develops, and that local taxi service, car-pooling, and possibly company employee pick-up systems will be encouraged.



Community bus service in the local area is also encouraged, but is not considered economically feasible in the near future.

#### VI. RELATIONSHIP TO OTHER ELEMENTS

Since the City of Willits undertook the development of all required elements of the General Plan in one coordinated planning program, and adopted a zoning ordinance which was consistent with adopted and anticipated elements, there is sound and proper interrelationship between all elements by design and careful attention to coordination.

#### VII. IMPLEMENTATION

In order to implement the circulation plan, it is proposed that the following measures be approved:

- A. Include Plan local streets in annual "Select System" plans by agreement with the California Department of Transportation.
- B. Adopt City policy to require widening, extension, dedication and improvement of Plan and other needed streets, as appropriate, in all subdivision and land division projects.
- C. Convert street Plan to a long-range Capital Improvement Program.
- D. Adopt a City Future Street Plan ordinance to protect required Plan street rights-of-way for future acquisition and development.
- E. Explore possible Federal and State financing sources in relation to the incorporation of riding, hiking, and bike trails in circulation system, scenic highways, etc.
- F. Utilize special assessment district process for unit Plan and other local street system improvements.





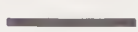
# GENERAL PLAN

## CITY OF WILLITS

### MENDOCINO COUNTY, CALIFORNIA

#### CIRCULATION ELEMENT

##### CITY SELECT STREET SYSTEM - 1974

-  EXISTING STATE HWY ROUTE
-  ADOPTED FUTURE STATE HWY ROUTE
-  CITY SELECT ARTERIAL STREET
-  CITY SELECT COLLECTOR STREET

##### PROPOSED CIRCULATION UNITS

- ● ● EXISTING ROUTE
- ○ ○ PROPOSED EXTENSION





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## I. INTRODUCTION

The City of Willits, and its immediate surrounding area, lies within the "Coastal non-metropolitan California"<sup>1</sup>; that is, an area of oak-studded hills surrounding a pleasant valley, and with a slower population growth than other areas. It has a weather pattern similar to the central valley areas of California: hot summers and cool winters, but with a greater amount of rainfall.

The residents of the area enjoy a small urban setting with eye-relaxing views of the hills. Everyone is only a short distance from the country, and there isn't the rushed pace of the larger metropolitan areas.

For all of its seemingly vast recreation areas at the feet of its citizens, it is still an important element in their everyday living to have available the more urban recreation and park opportunities. Even though there are state parks an hours drive away, Lake Mendocino, a 30 minute drive away, and other nearby recreation areas, it is still necessary to have places for the people to get to by walking, riding bicycles, or driving very short distances in order to help meet their leisure time needs, in addition to participating in a large variety of recreation programming.

Therefor, it is the opportunity of the Willits Parks and Recreation Commission to offer a full range of recreation programs, and a selection of small intimate parks and community recreation areas, within the boundaries of the commission for the betterment of the people and to help meet their leisure time needs.

1. Guide for Planning Recreation Parks in California, pg. 37.





## II. SUMMARY

The Master Plan for the Willits Park Commission consists of sections on the recommendations, philosophy, goals, objectives, recreation and park programs, the inventory of current facilities, and planning maps of the facilities and future expansion areas.

The plan begins by listing the recommendations which were derived from the body of the plan. These recommendations include hiring a full time professional park and recreation director to head up the Commission, seeking every way to carry on a joint program with the Willits Unified School District, expansion of park areas, addition of recreation programs, and conducting a recreation program which meets the need of all age groups within the community, and of forming a park and recreation district which would encompass the entire Willits valley area.

The plan continued by outlining the philosophy of the Commission, which includes the purpose of the Commission, (it "exists in order that it may serve the people of the community to help meet their leisure time needs,") followed by a definition of recreation, recognizes there is an environmental crisis and what the Commission can do about it ("it must do whatever possible to help preserve our environment for the future"), and concludes by discussing how the philosophy can be carried out (by having goals and objectives to meet the goals.)

The plan then lists the various goals of the Commission toward which the Commission strives. They include providing a full range of recreation programs, providing new park areas, providing a recreation center, creating a wholesome environment for



living and working with the school district to provide park and recreation services.

The plan continues with the objectives which must be met in order to reach the goals. These objectives give specific areas which the Commission must work for, so the long range goals may be met.

The plan then discusses the Recreation program, its objectives and philosophy. This section takes into consideration the basic procedural steps which are taken when constructing the recreation program, outlines the philosophy of the program, and lists a wide range of program objectives.

As a final part of the plan, the Park Program is outlined, and points out that the park and recreation programs are fully coordinated and that the fullest cooperation between the two is expected. The purposes of the park program are outlined, as well as the objectives of the program.

The remainder of the master plan lists the inventory of the City park and recreation facilities, and shows planning maps of the present facilities and future facilities.



### III. CONCLUSIONS

The Commission of Parks and Recreation, City of Willits, has a long way to go before becoming a viable organization. Like all new Commissions, it has to lay its course carefully in order to meet the demands of the public it serves. The Master Plan is a basic document from which the Commission can formulate its overall path.

From the plan, it can be concluded that the Commission must supply park and recreation services to more people, and for a greater variety of people. It can be concluded that a full time park and recreation director be hired, and that the Commission work hand in hand with the school district.

It can be concluded that in order to carry on the programs of the Commission, certain objectives and goals must be met. Also, the Commission will carry out a recreation program which follows specific objectives and philosophy.

### IV. RECOMMENDATIONS

1. To expand the area of service into a district to include the entire Willits Valley Area.
2. To hire a full-time Park and Recreation Director to serve as administrator, recreationist, and maintenance worker.
3. To establish joint powers, (i.e., written agreements), with the Willits Unified School District.
4. To create park areas in those parts of the city which presently do not have facilities.
5. To offer a full range of recreation services to the full community.
6. To improve existing park areas.
7. To work for the fulfillment of the goals and objectives of the plan.





## V. PHILOSOPHY

The average citizen now has approximately three thousand hours of leisure time per year, and he requires a complete recreational environment. This means that recreation is becoming more and more the cultural center of our daily life . . . a way of life.

### PURPOSE OF THE DEPARTMENT OF PARKS AND RECREATION:

This Commission exists in order that it may serve the people of the community to help meet their leisure time needs. Its chief interest is to offer to the people of the City of Willits recreational opportunities to help channel their energies into useful and constructive areas, and to provide small urban parks for an outdoor recreational experience while still in the City Limits.

### RECREATION IN THE CITY OF WILLITS:

Recreation takes on many definitions. For the purpose of this Commission, recreation is "those programs which meet the needs of the people within the community which will renew the participants, lift them out of their everyday way of life, and open new horizons." The program offered must meet certain objectives, which are listed in the section titled "THE RECREATION PROGRAM - ITS OBJECTIVES AND PHILOSOPHY."

### ENVIRONMENT:

The Commission recognizes the fact that this country is in an environmental crisis. Air, water, and land are polluted. The consumption of raw materials by our country is the greatest in the world, and we are running out of these materials. The department sees that in order to help conserve our natural resources, it must do whatever possible to help preserve our environment for the future.



## CARRYING OUT THE PHILOSOPHY:

Positive action is needed to carry out the philosophy. In order to meet the needs of the people, there must be certain goals and objectives to meet those goals. Goals are the long-range needs, met through the specific objectives which are established and which are changeable.

### VI. GOALS OF THE COMMISSION:

The goals of this Commission are:

1. To provide a full range of recreation programs to help meet the leisure time needs and desires of all the people;
2. To provide several small parks and mini-parks located strategically within the Commission's boundary lines;
3. To provide a recreation center which will provide for the people a place to recreate in;
4. To help create a wholesome environment for living in the Willits area;
5. To work with the Willits Unified School District in a cooperative way in order to provide a full range of park and recreation services.

### VII. OBJECTIVES

To reach the goals of the Commission, the following objectives must be met:

1. GOAL: To provide a full range of recreation programs to help meet the leisure time needs of the people.

Recreation takes on many forms, from being very physical to being very passive. The leisure time needs of the people vary from person to person, age group to age group, social group to



social group. In order to reach the goal of providing a full range of recreation programs, it is an objective of this Commission to:

1. Provide a year-round recreation program;
2. Provide recreation needs for every age group, senior citizen down to the very young;
3. Provide a variety of recreation opportunities which will satisfy those seeking recreation;
4. To employ full time recreationists to carry out the program to its greatest possible potential; and
5. To seek volunteer help to carry out the recreation programs needed.

2. GOAL: To provide several small parks and mini-parks located strategically within the Commission's boundary lines.

Within the boundary lines of the Commission, there are presently a variety of small park areas. However, in order to have each resident be near a small park, the Commission will supply areas which are within the Commission's boundary lines where such areas are not presently provided. It will also expand on facilities within its present park areas, and provide a community recreation center.

Therefor, the Commission has the following objectives in order to reach this goal:

1. Add a neighborhood park in the south end of the City at Baechtel School;
2. Add a neighborhood park in the northwest part of the City;
3. Improve its existing recreation and park areas to include





additional facilities such as children's play equipment, picnic tables, tennis courts, and other recreational facilities;

4. Develop a recreation center for cultural and recreational activities;

5. Adhere to park standards of  $2\frac{1}{2}$  acres of park lands for each 1,000 population on a neighborhood basis;

6. Supply  $2\frac{1}{2}$  acres of parks on a community-wide basis for each 1,000 population; and

7. To make full use of the school district facilities as location for parks and park facilities.

3. GOAL: To help create a wholesome environment for living in society.

The environment crisis is hitting closer to home. Gas is becoming a more valued commodity, electrical use is being cut back, and heating fuels are becoming more of a shortage. We are still plagued with vast amounts of litter, vandalism, and an attitude that no one cares.

Therefor, it is an objective of this Commission to:

Demonstrate that we can live with our environment in a simpler way, supply parks which are neat and attractive, urge community participation in keeping them neat and clean, and demonstrating how we can do these things through our recreation program.

4. GOAL: To work with the Willits Unified School District in a cooperative way in order to provide a full range of park and recreation services.



This Commission feels that the best way to make full utilization of all available recreation facilities and equipment in the area is to make use of those equipments and buildings at the school district grounds and to carry out parts of the recreation program on these grounds, and to establish mini-parks near the school grounds so the total program can be carried out.

Therefor, it is an objective of this Commission to:

Continue cooperative efforts with the Willits Unified School District, and to maintain full channels of communication to coordinate recreation activities.

#### VIII. THE RECREATION PROGRAM: ITS OBJECTIVES AND PHILOSOPHY

The recreation program is one-half of the parks and recreation function. It is the half that affects many people, and may be the part which influences people toward leading a better life. The recreation program which is offered by the Commission is designed to answer the needs of the people and meet the goals and objectives of the Commission. Program, then, is everything that happens to the individual as a result of the provisions the Commission makes through areas, facilities, leadership, and the spending of money.

The following basic procedural steps are taken into consideration when constructing the recreation program:

1. Formulation of a clear statement of program objectives;
2. A study of the needs of individuals by various age categories;
3. A study of the basic social and psychhological wishes of all the people;
4. A study of the social and environmental conditions and trends of the community.



## PROGRAM PHILOSOPHY

One of the basic problems of the recreation program is to be able to know human needs and to create an environment in which these needs will be satisfied. It has been said that the three basic needs or wishes of people are security, success, and belongings. The first of these is the most important. People who have satisfied their physiological and safety needs are then ready to satisfy other needs. These needs are recognition, achievement, affection, security, social approval, new experience, and beauty and harmony. It is the purpose of the Commission to attempt to fill these needs through the recreation program.

The Program Objectives Are:

1. Widen Interests. To open new interests and foster new attitudes that provide satisfying outlets for individual development.
2. Health. Promote emotional and physical health and to develop a sound body and mind through wholesome, vigorous, and creative activities.
3. Character. To develop and build character through rich satisfying and creative leisure-living patterns focused toward the attainment of socially desirable attitudes, habits, and values.
4. Skills. To develop skills in the arts of leisure-time living that raise level of the refinement, culture, and happiness of the people.
5. Social living. To develop and strengthen social relationships within the family and the community through close





group associations and activity participation.

6. Community stability. To develop community stability by providing an environment that is conducive to wholesome family living and community life.

7. Economic Value. To strengthen the morale and economic efficiency of the community through expanding leisure-time interest and improving social living conditions.

8. Citizenship. To develop through recreational associations of people, a respect for the worth and dignity of individuals and faith in democratic action.

The recreation program is concerned with various types of activities. These are active games and sports, special events, arts and crafts, dance, music, drama, natural and outdoor activities, linguistic, collecting, interpretation, and passive activities.

The Commission offers its recreation program to all persons, and meets the levels of skill and interest from beginner to expert. It reflects the community's customs, traditions, interests, and its unique characteristics and resources. Because there are many different problems in each community, the program must fit the need of each community. It is up to the Commission to determine exactly what program material will be used and offered.

#### SCHEDULES:

The Commission offers a yearly program of events which is laid out on a master programming schedule. Events which tie into a specific playground may be used, depending on their needs and the location.



## IX. THE PARK PROGRAM - OBJECTIVES AND PHILOSOPHY

The park program is as integral part of the Commission of Parks and Recreation as is the recreation program. The parks serve a multitude of purposes, such as: being in the area in which many outdoor recreation programs are carried out; allowing the people to help meet their leisure time needs in an out-of-door setting; and presenting an esthetic setting to the community.

Park objectives are:

1. Create an esthetic environment for the community;
2. Lead the way in helping the community see how to make it more beautiful; and
3. Provide places for all age groups to carry out the type of outdoor activities they wish to enjoy.

## X. INVENTORY OF THE PRESENT PARK AND RECREATION FACILITIES

Existing Park Facilities:

There are four parks located within the City limits. The City Park, covering one city block, is located at Commercial and Humboldt streets. The park is in lawn, and includes some play equipment on the two opposing corners, and a restroom facility. Plans are now underway to consolidate existing play equipment into a larger, fenced play area for children on the Commercial - Marin Street corner of the park.

The Recreation Grove is located on Commercial Street at the corner of Lenore. The area is lawn and many trees. Facilities exist for picnicing, including barbecue pits and a concession stand. A Scout Hut, restrooms, some play equipment, (Tot lot), and basketball boards are also located in the Grove.



Babcock park, a small area, is located on South Main Street, just below Howard Hospital. There is a functioning fountain in the park, and some permanent benches.

The City, through arrangement with the State, has use of a strip along Highway 20, about two blocks long. The area is lawn with some trees. No facilities are located there.

#### Existing Recreation Facilities:

The City owns a pool, located adjacent to the High School, which is used all summer and part of the school year. The facility is operated jointly with the Willits Unified School District.

The Rodeo Grounds, located on Commercial Street adjacent to the Recreation Grove, includes a rodeo ground, bleachers, rest-rooms and concession stands. This facility is presently used only for our annual Fourth of July celebration.

Play equipment for children, (swings, bars, merry-go-round), are located at the City Park, with a few pieces also installed at the Recreation Grove.

The City recently acquired the Purity building, at Commercial and Humboldt Street, to be remodeled into a Community Center and City offices. Plans for the remodeling are now being drawn up by an architect.

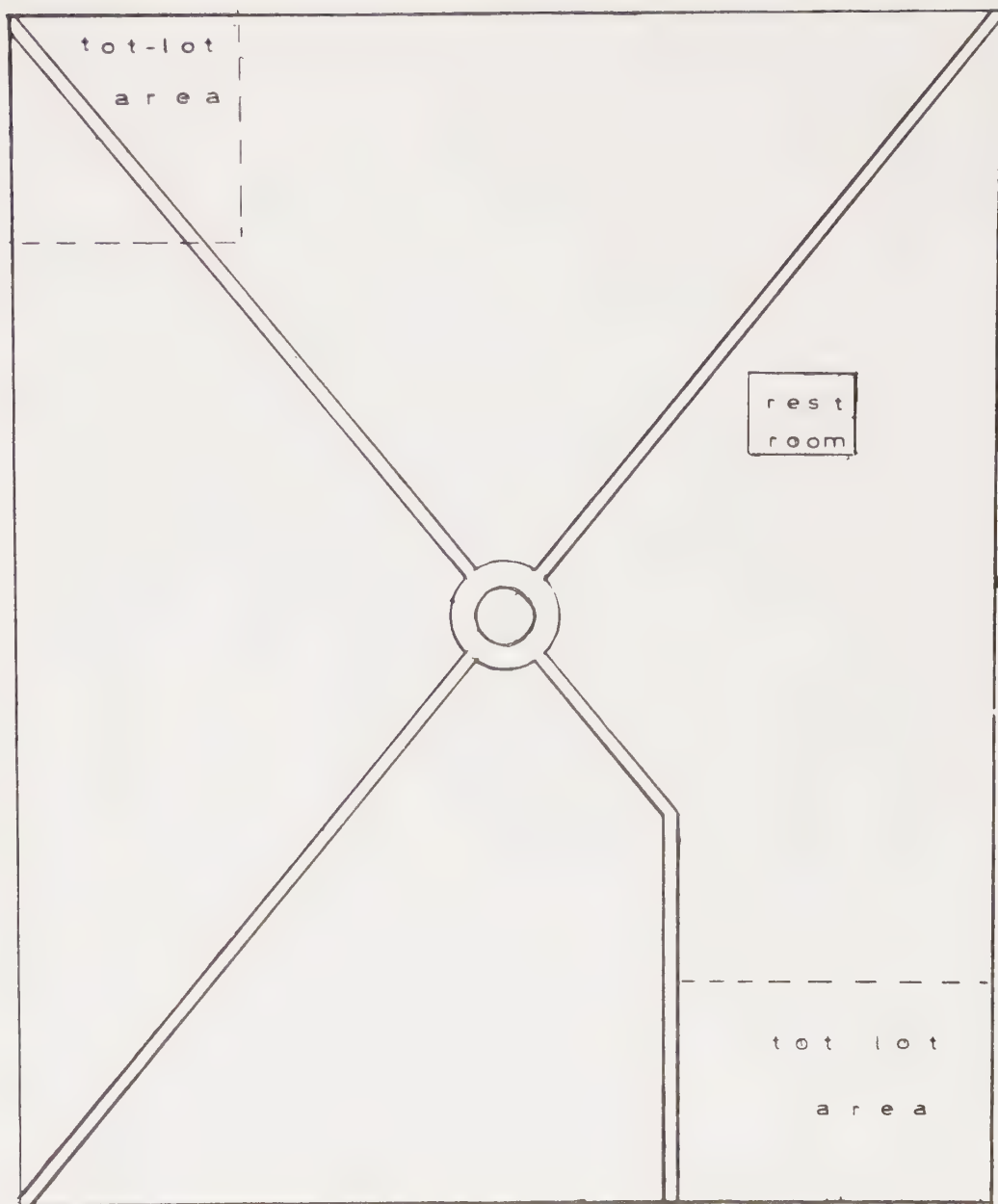
Also available to the community, on a limited basis, are the facilities on the three school campuses. The High School, located on North Main Street has a lighted football field, one unlighted baseball field, two tennis courts in need of repair, and a gymnasium. Brookside School, at the end of Spruce Street, has two baseball fields. One is currently used for Little League play, but is





unlighted. The other field is in very poor condition. Baechtel Grove School is located in the south end of town, along Magnolia Street. There are baseball diamonds there, but they are in very poor condition.



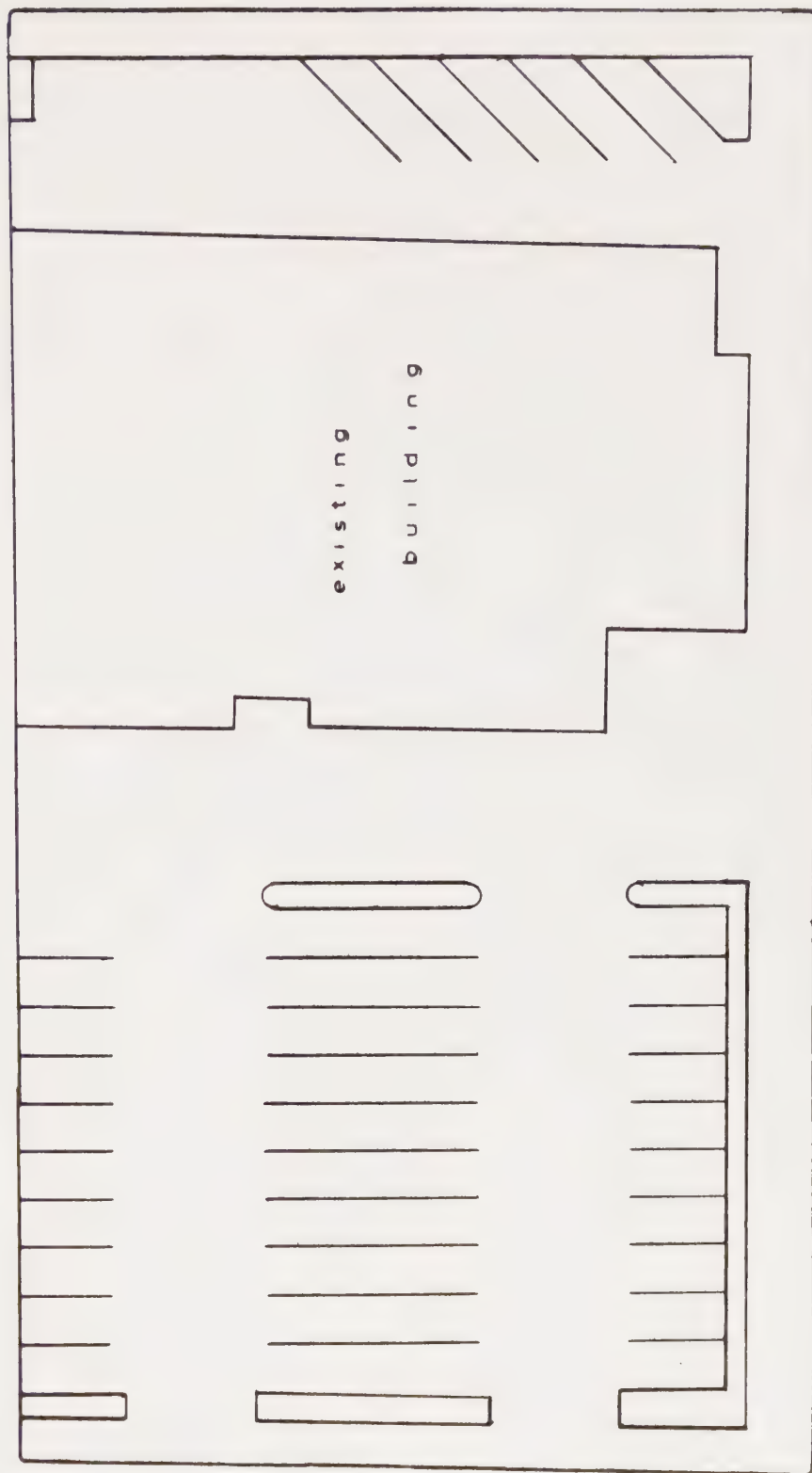


C O M M E R C I A L

S T R E E T

NOT TO SCALE





P R O P O S E D C O M M U N I T Y C E N T E R

c o m m e r c i a l s t r e e t  
NOT TO SCALE





MANZANITA  
STREET



babcock  
park

HAZEL STREET

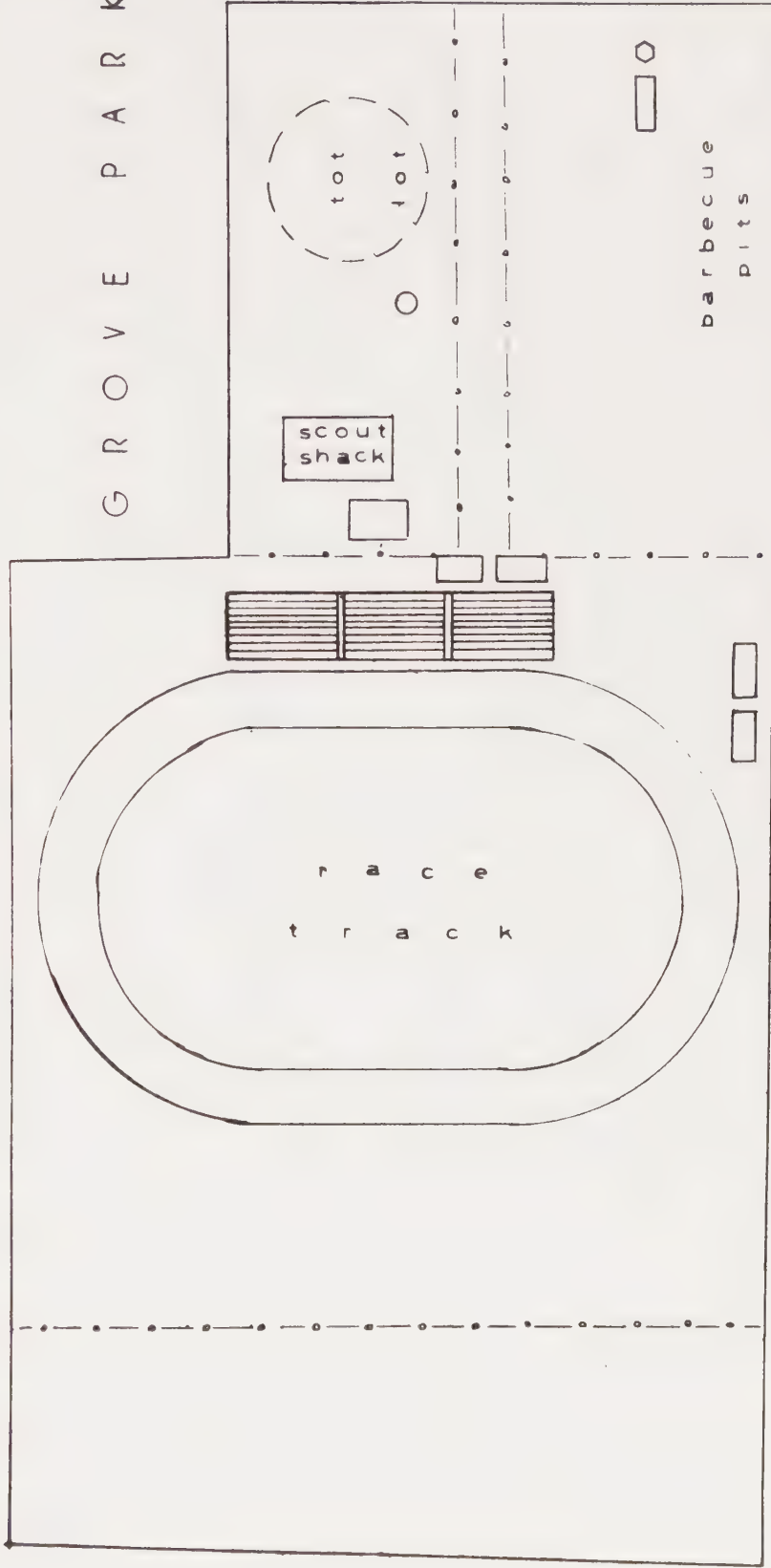
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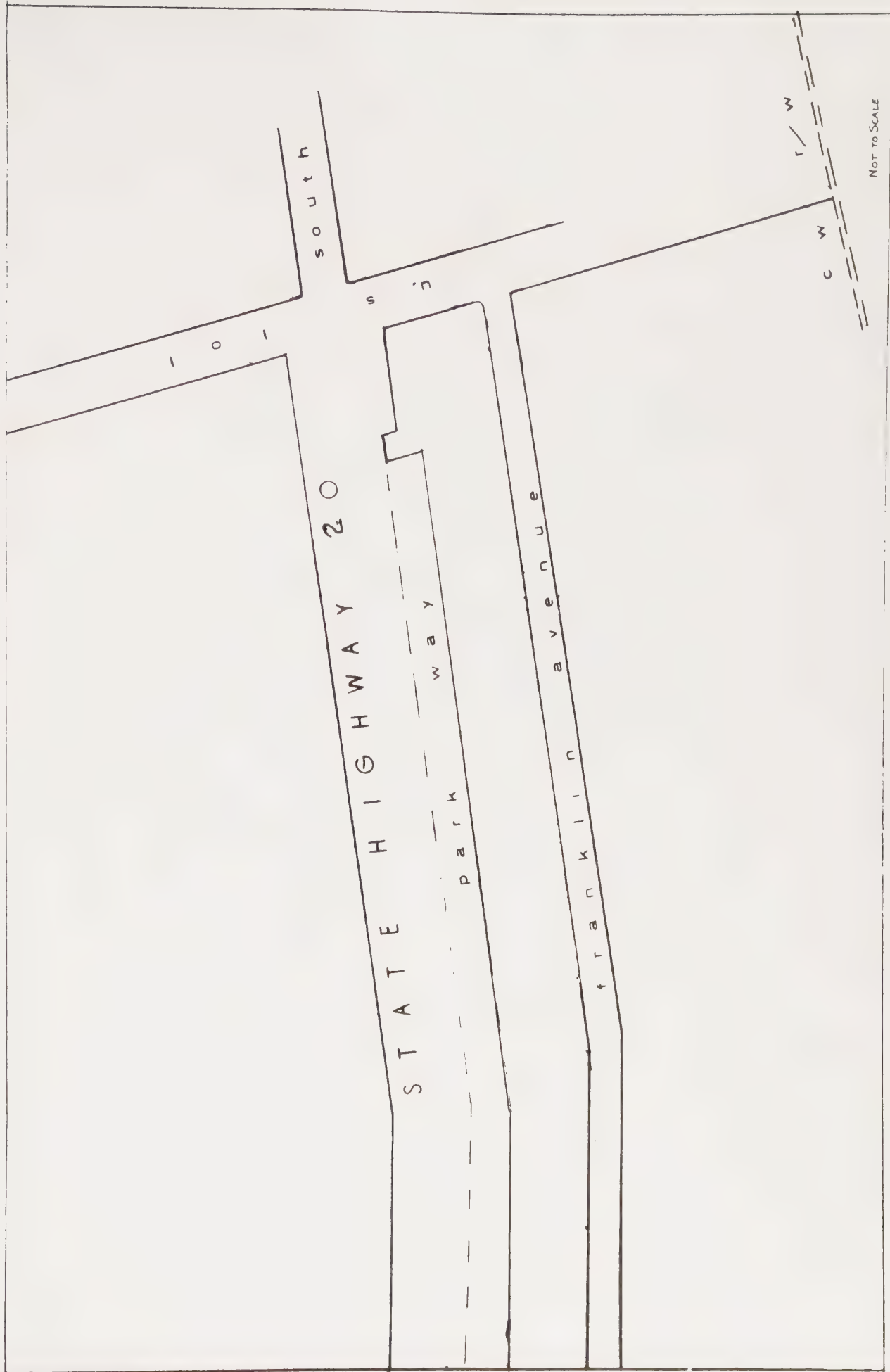
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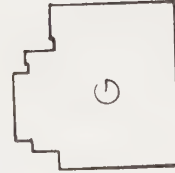
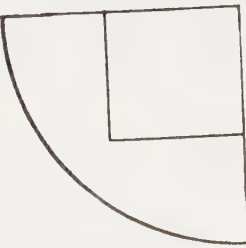
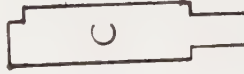
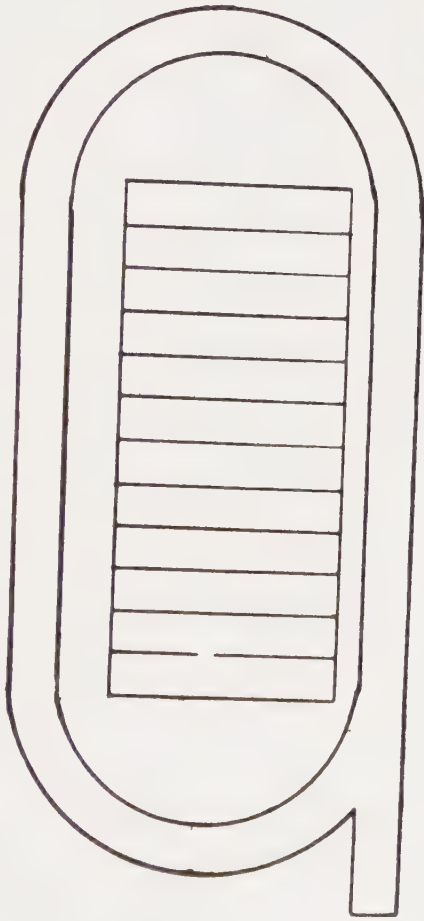


# KEY

- C- class rooms
- G- gym
- P- pool
- A- auditorium
- M- music

W I L L I T S

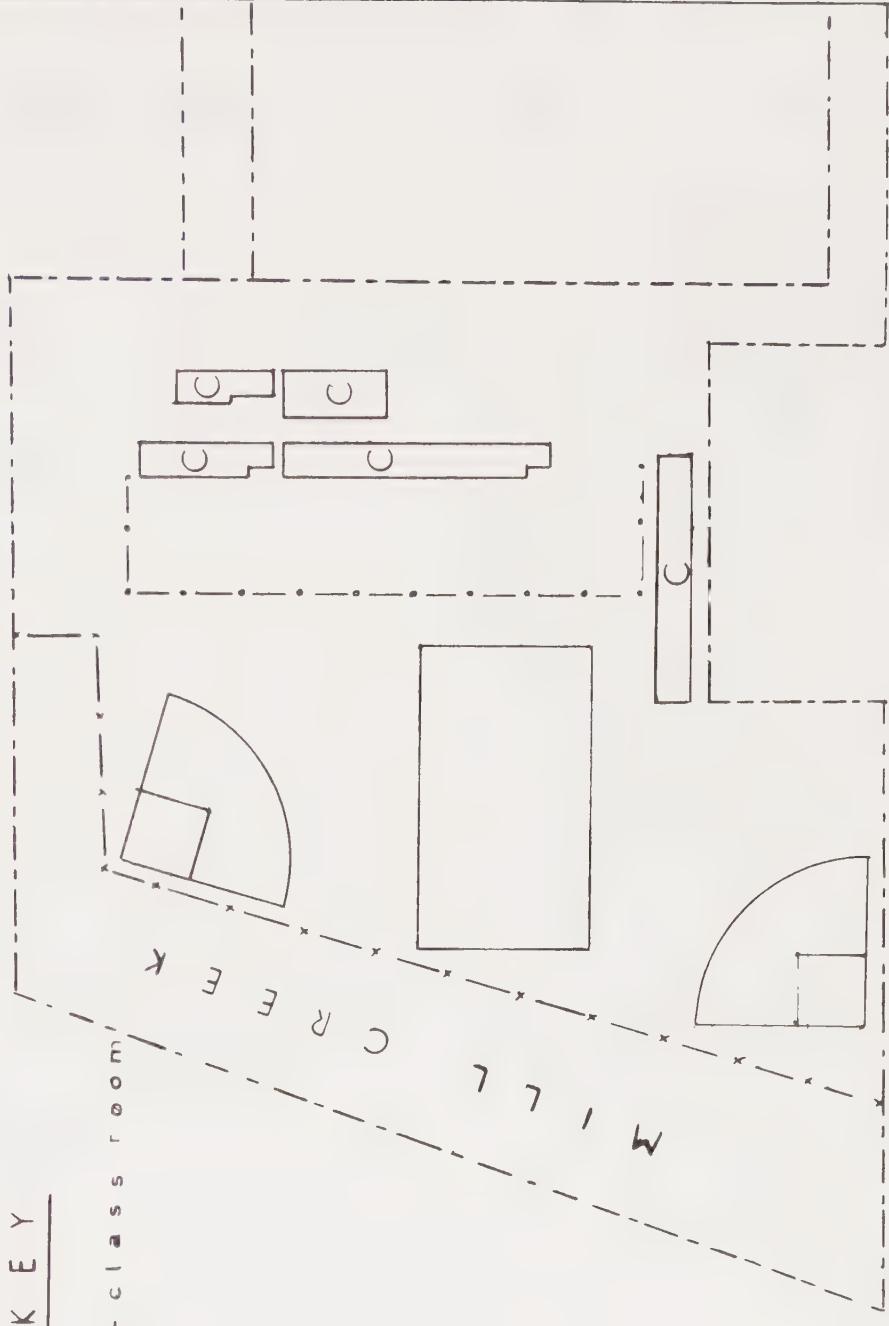
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KEY

C - class room

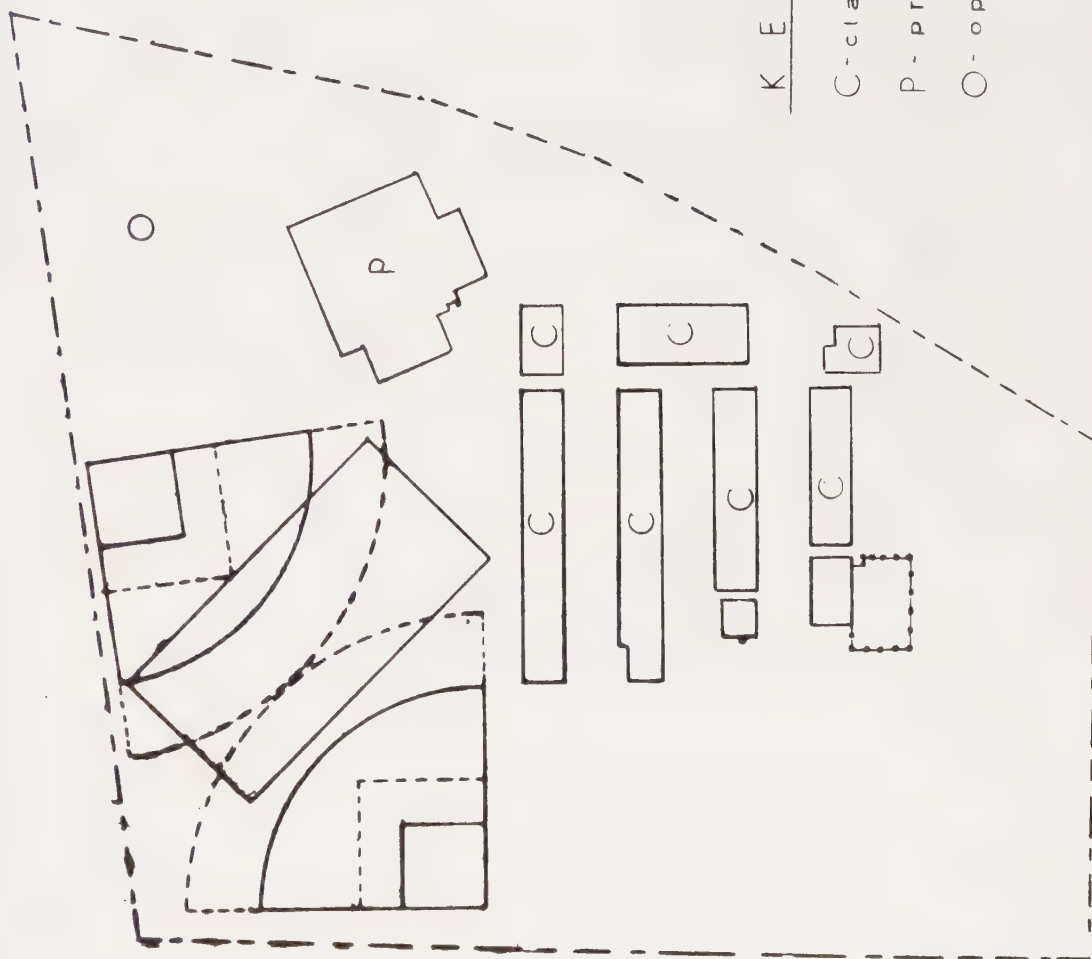


BROOKSIDE

SCHOOL

NOT TO SCALE





# KEY

- C-class rooms
- P-proposed gym
- O-open shade

## BAECHTEL-GROVE SCHOOL

NOT TO SCALE





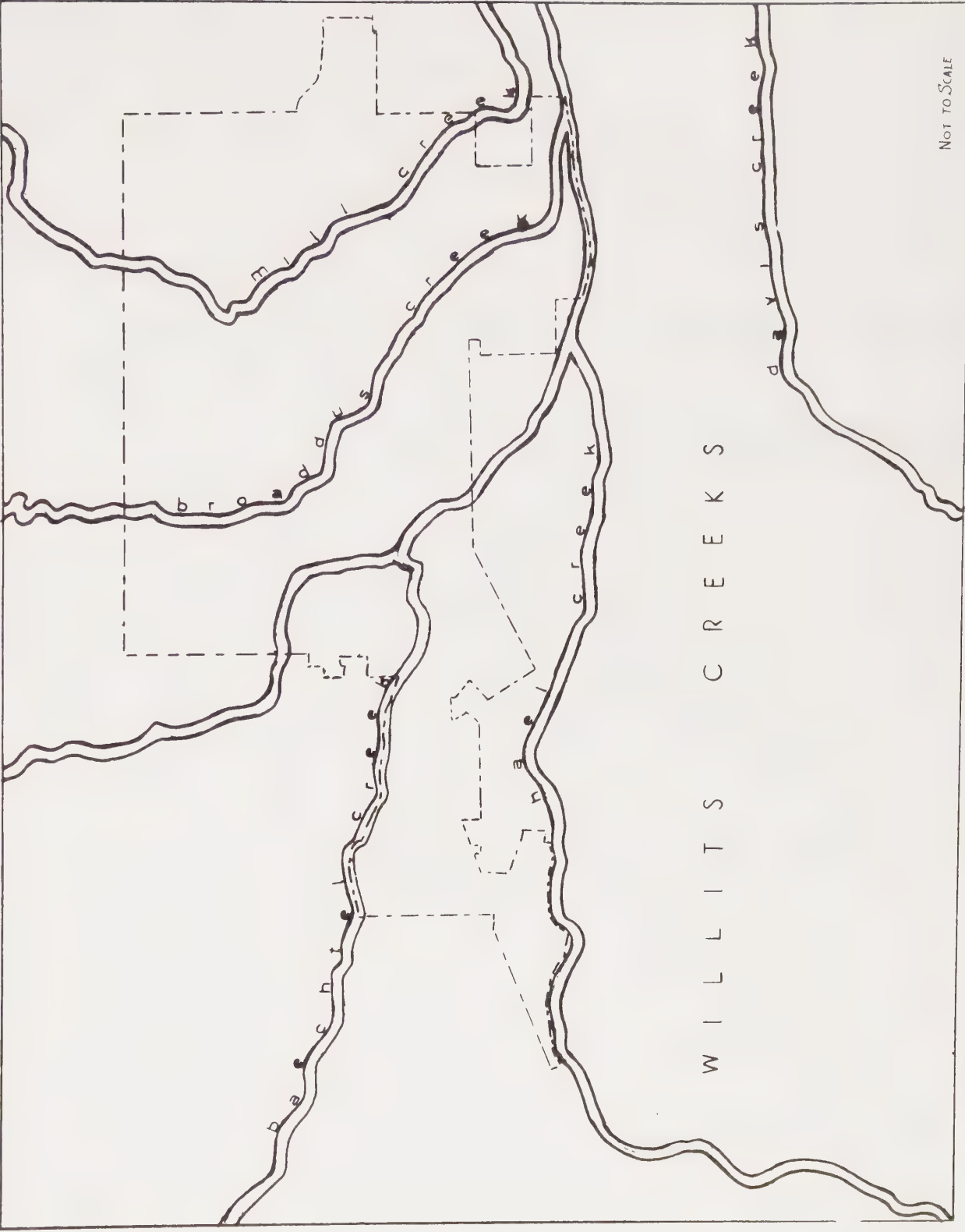
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W I L L I T S   C R E E K S



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## XII. FUTURE EXPANSION AREAS

It is readily apparent that the existing facilities are not adequate to fill the needs of our present community. There is a serious lack of formal recreation facilities, i.e., ball diamonds, tennis courts, play equipment. Those facilities now in existence are almost all in need of repair and rejuvenation. The following is a list of necessary repairs and considered expansion:

### 1. City Park:

- a. Complete proposed Tot-like on the Commercial - Marin Street corner of the park.
- b. Install sprinkler system in the park, grading and reseeding as necessary.
- c. Install permanent benches.
- d. Install permanent refuge receptacles.
- e. Replace or repair damaged sidewalks.
- f. Install fenced horseshoe pits, shuffleboard.
- g. Provide small permanent tables with checker tops.

### 2. Community Center:

- a. Continue development of building and surrounding areas as joint use facility - recreation and City offices.

### 3. Babcock Park:

- a. Install picnic tables.
- b. Install permanent refuge receptacles.
- c. Install sprinkler system.
- d. Install basketball courts on existing pavement, end of Manzanita Street.



4. Recreation Grove:

- a. Thin and prune present trees for better use of Grove.
- b. Install sprinkler system.
- c. Regrade and reseed lawn.
- d. Improve existing Tot-lot.
- e. Improve existing basketball courts.
- f. Provide volleyball area.
- g. Provide horseshoe pits.
- h. Construct bandstand.

5. Rodeo Grounds and Adjacent Undeveloped Area:

Develop into a community wide multiple use park to include but not limited to the following:

- a. Leveling stock car race track.
- b. Leveling adjacent area and install appropriate drainage and sprinkler system.
- c. Installation of three ball diamonds, (one lighted for night use), and other necessary facilities.
- d. Provide off-street parking.
- e. Make provisions for joint use with Frontier days.

6. Highway 20 Strip Park:

- a. Install picnic tables.
- b. Install drinking fountains.
- c. Install permanent refuse disposals.
- d. Consider fencing between park and Highway 20.

The following be considered in cooperation with the Willits Unified School District:





1. City Pool:
  - a. Plan for and erect enclosure for pool to make it a year round facility.
  - b. Replace wood deck with concrete.
  - c. Landscape.
2. Willits High School:
  - a. Improve existing tennis courts.
  - b. Build two new tennis courts.
3. Brookside School:
  - a. Improve existing ball diamonds.
  - b. Cooperate with the District to expand the potentials of the Mill Creek area as a Nature Study.
4. Baechtel Grove:
  - a. Improve existing ball diamonds.
  - b. Study feasibility of using the northeast corner of the campus as a neighborhood park - nature study area.

OTHER CITY OWNED PROPERTY AND CONSIDERED ACQUISITIONS:

1. Old Airport Area:

This area has been designated as part of the sewage water dispersement area and as such should be developed into an open space recreation facility, either open air park or golf course. Two other parcels of land west and southwest of present sewage disposal plant should be purchased and used for sewage disposal and compatible open space recreation.

2. Creekside Areas:

The City is traversed by four creeks. A study should be made to indicate the feasibility and an approximate cost of



acquiring sufficient area along either side of these creeks for development of foot and/or bike trails.

3. New Acquisitions:

The south end of town should be closely studied for possible purchase of available property to be developed for park and recreation facilities.

4. Neighborhood Parks:

Various small lots and unused street right-of-ways throughout the town should be developed into small neighborhood parks.

5. Tennis Courts:

Develop area adjacent to Museum into:

- a. Lighted Tennis Courts.
- b. Lighted Handball Facilities.

Ultimately, four tennis courts and handball facilities.

It is hoped that due consideration will be given to the small details, not here stated, but of great esthetic value to the Community, such as landscaping, construction in keeping with the setting, signs or other aides to designate recreation areas. The use of these small details will reflect our PRIDE in our Community.







U.C. BERKELEY LIBRARIES



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